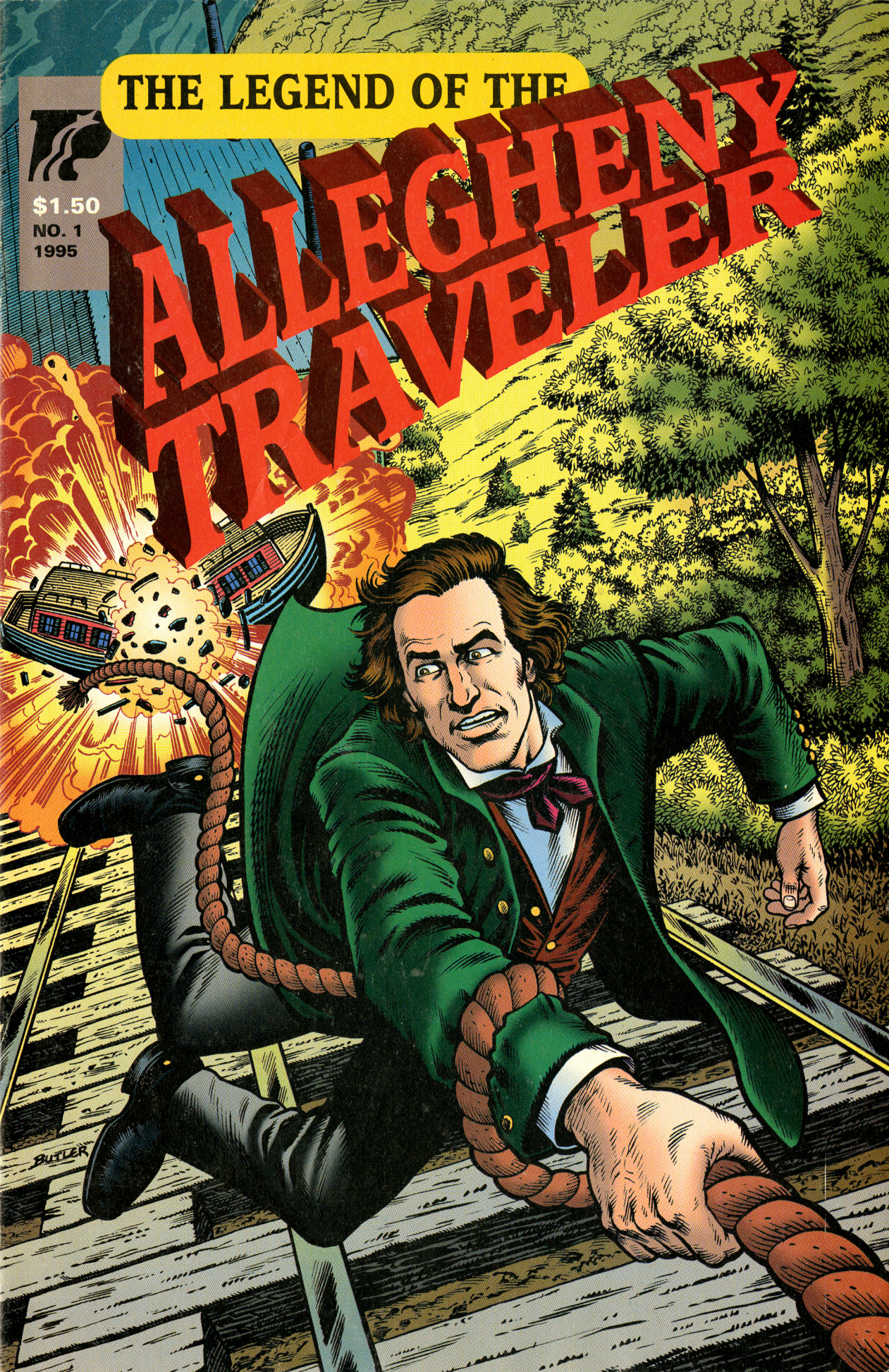
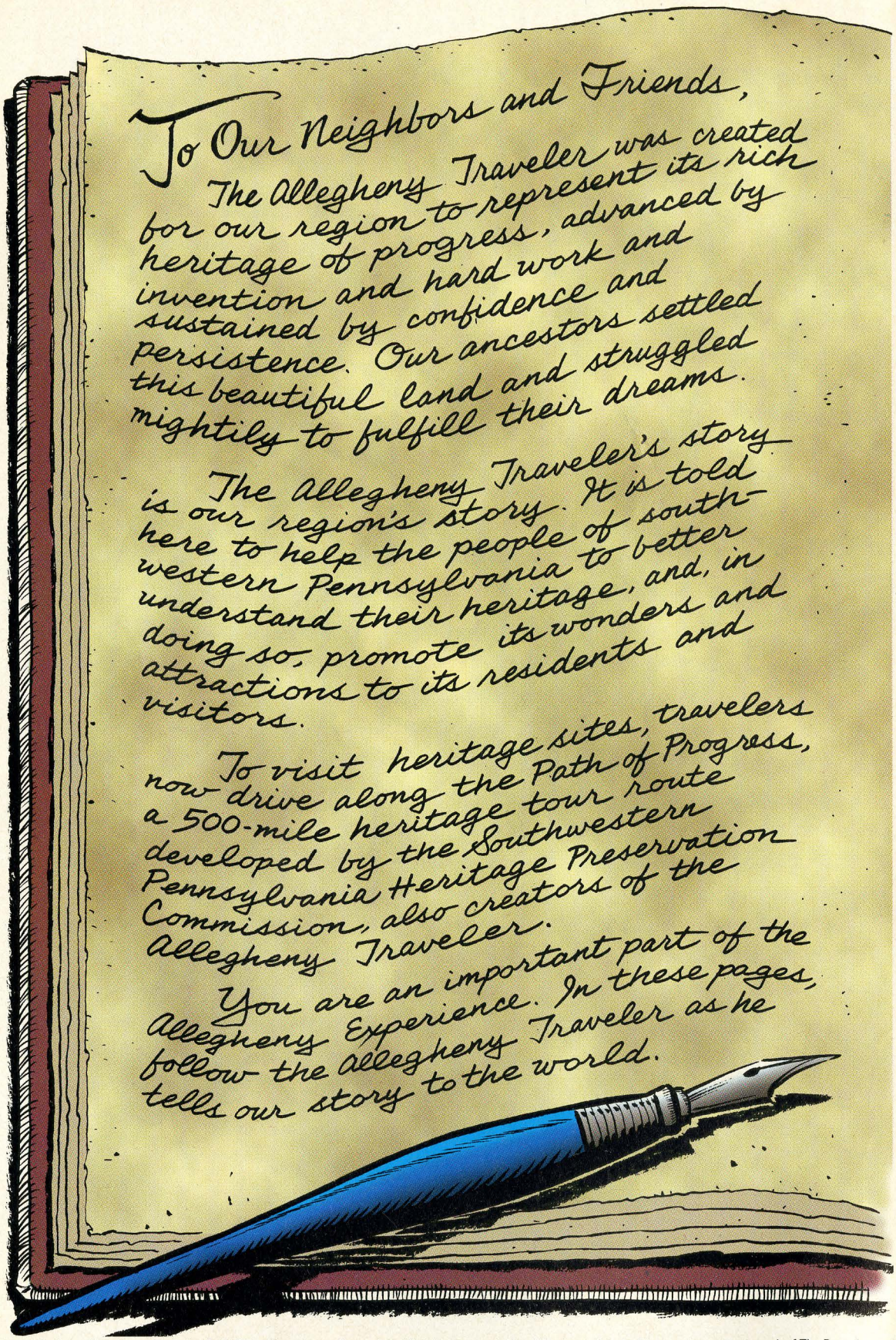
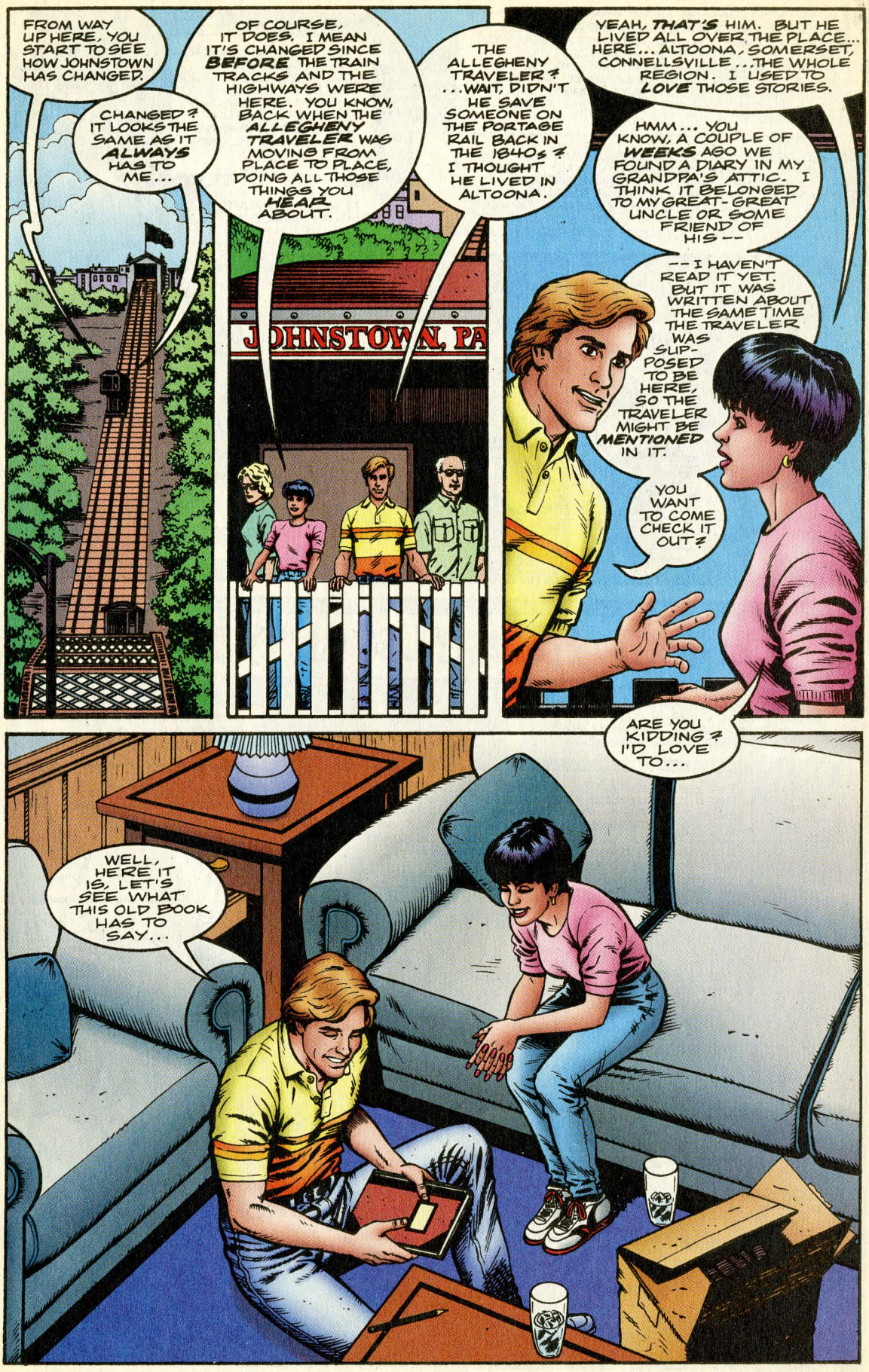
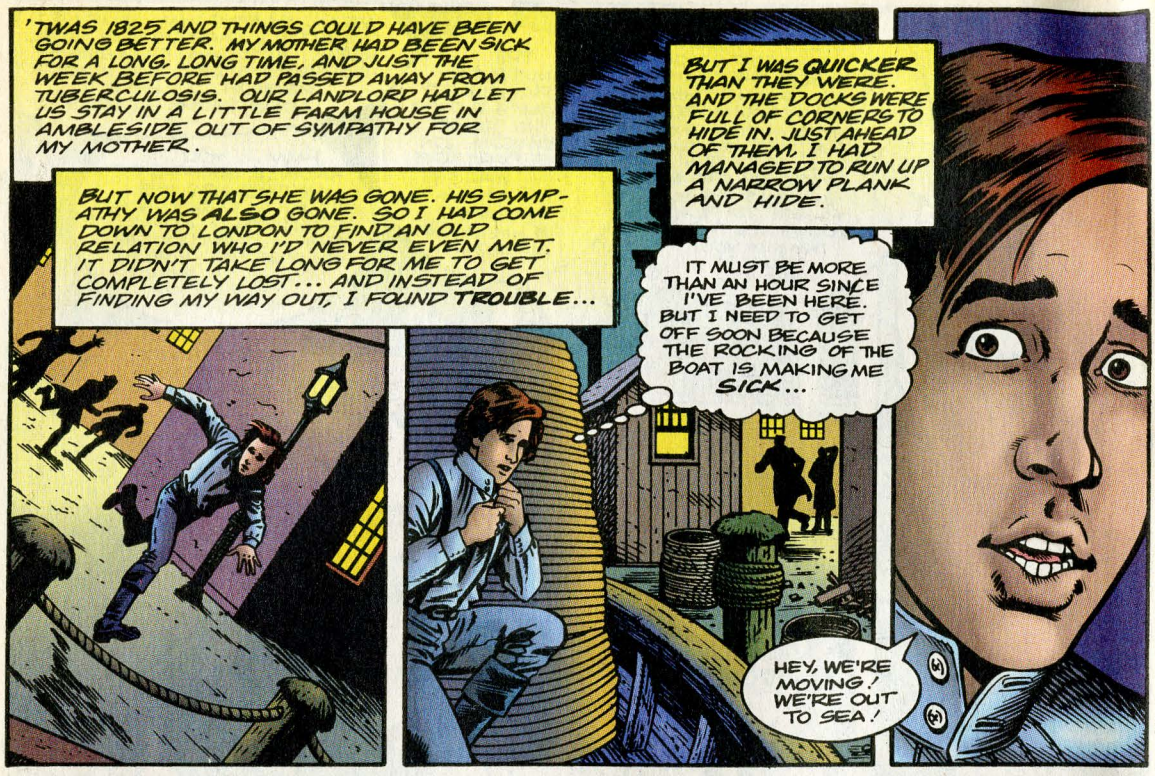

THE LEGEND OF THE
ALLEGHENY TRAVELER
$1.50
NO. 1
1995
BUTLER

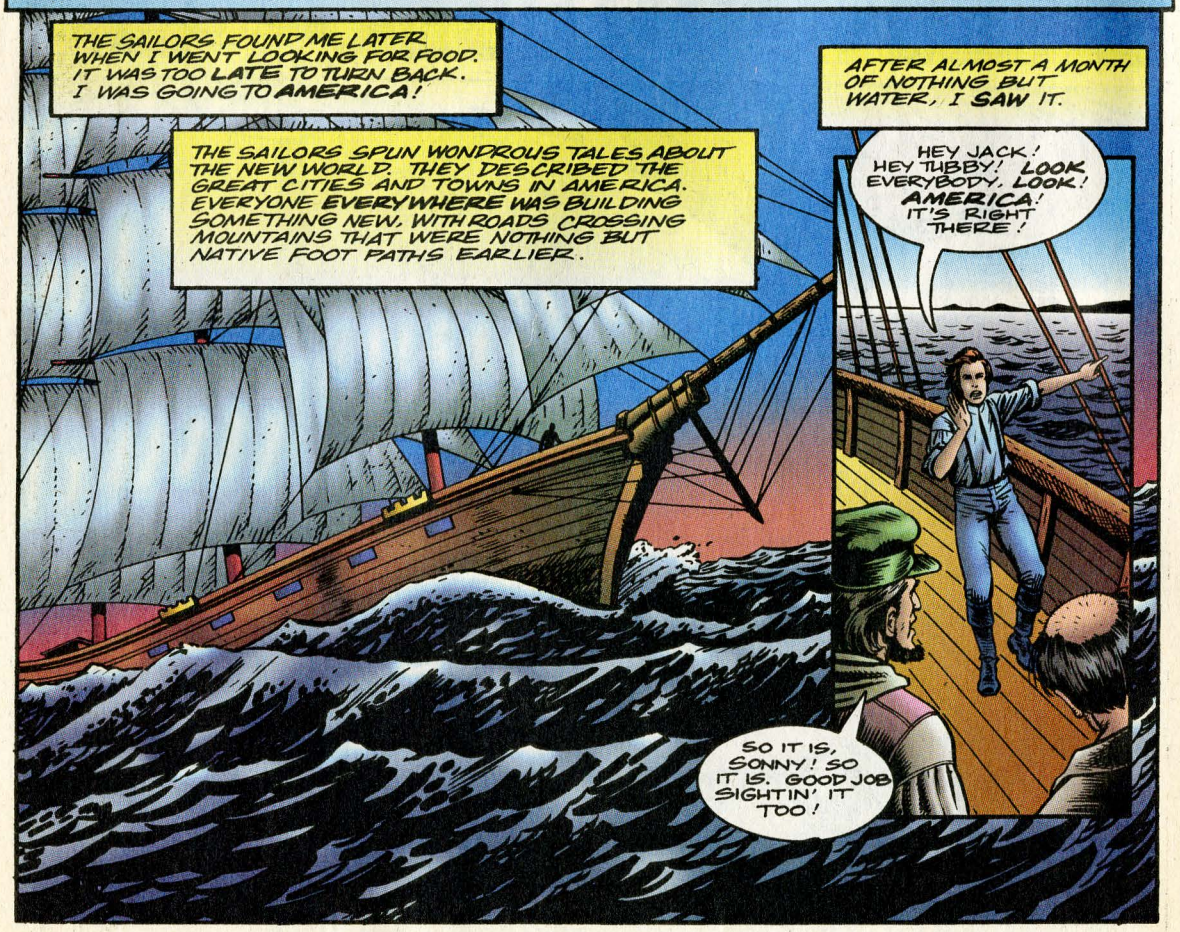

To Our Neighbors and Friends,
The Allegheny Traveler was created for our region to represent its rich heritage of progress, advanced by invention and hard work and sustained by confidence and persistence. Our ancestors settled this beautiful land and struggled mightily to fulfill their dreams.
The Allegheny Traveler's story is our region's story. It is told here to help the people of southwestern Pennsylvania to better understand their heritage, and, in doing so, promote its wonders and attractions to its residents and visitors.
To visit heritage sites, travelers now drive along the Path of Progress, a 500-mile heritage tour route developed by the Southwestern Pennsylvania Heritage Preservation Commission, also creators of the Allegheny Traveler.
You are an important part of the Allegheny Experience. In these pages, follow the Allegheny Traveler as he tells our story to the world.

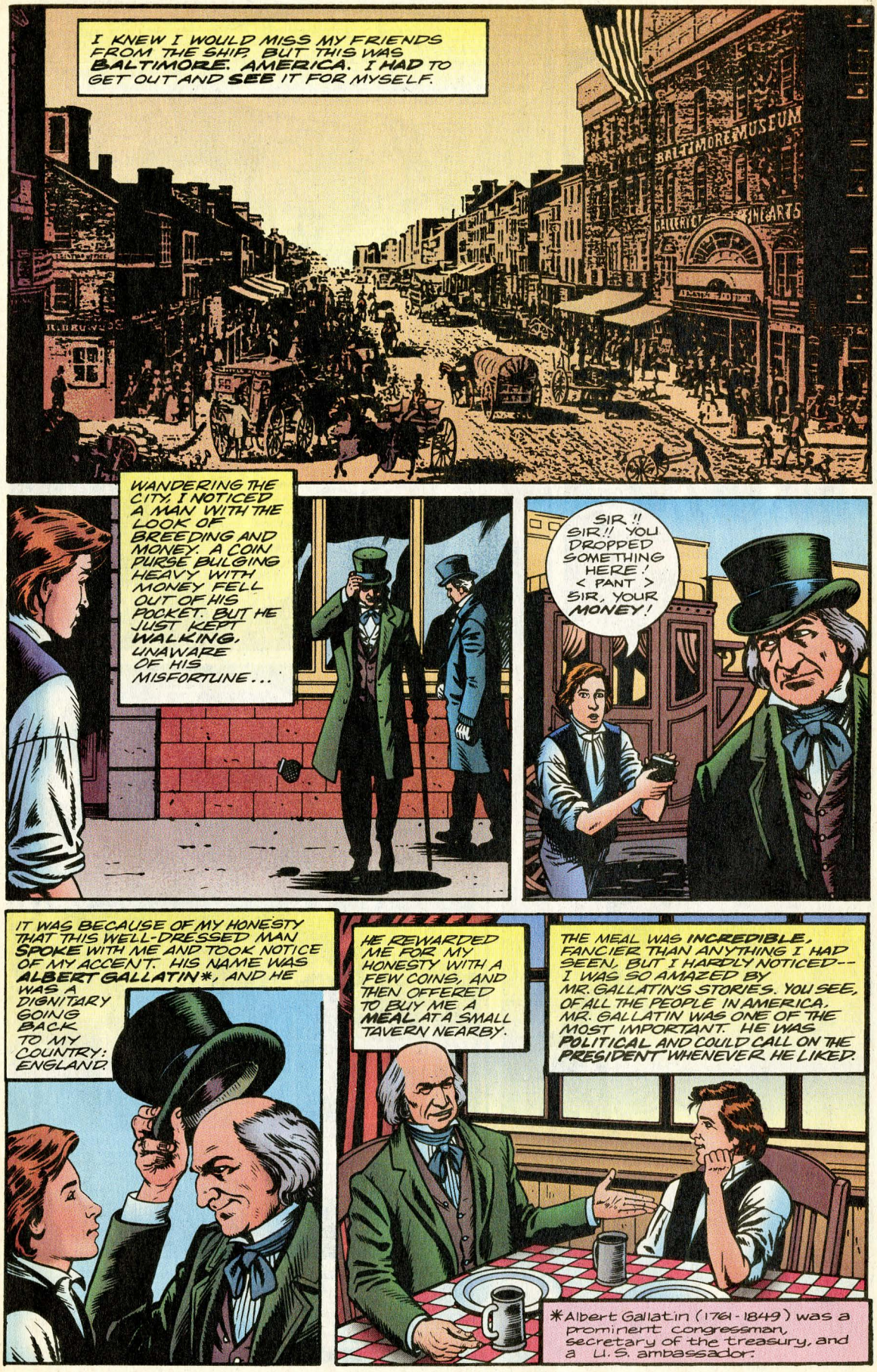
The Legend of the Allegheny Traveler © 1995 The Rosenbaum Group, Inc. All rights reserved. The "Allegheny Traveler" is a registered trademark of The Rosenbaum Group, Inc. on behalf of the Southwestern Pennsylvania Heritage Preservation Commission, and may not be used without permission. Credits: Script **Peter Quinones**. Pencils & Inks **Jeff Butler**. Colors **Digital Chameleon/Malibu Comics**. Printing **Sullivan Graphics**. Thanks to **Sharon**, **Edd**, & **Mike**. *For the Commission*: Exec Dir **Randy Cooley**. Campaign Man. **John York**. Program Dir. **John Bennett**. Dir. Volunteer Ser. **Kelly Woychic**. Event Coor. **Paula Zitzler**. *For TRG, Inc:* Created by **Alvin Rosenbaum**. Editor **Eli Castro**. Campaign Coor. **Marcy Mermel** and **John Welsh**. Project Man. **Aaron Rosenbaum**. Thanks to **Stephanie Davis** & **Zachery Gordon**.


FROM WAY UP HERE, YOU START TO SEE HOW JOHNSTOWN HAS CHANGED.
CHANGED? IT LOOKS THE SAME AS IT ALWAYS HAS TO ME...
OF COURSE, IT DOES. I MEAN IT'S CHANGED SINCE BEFORE THE TRAIN TRACKS AND THE HIGHWAYS WERE HERE. YOU KNOW, BACK WHEN THE ALLEGHENY TRAVELER WAS MOVING FROM PLACE TO PLACE, DOING ALL THOSE THINGS YOU HEAR ABOUT.
THE ALLEGHENY TRAVELER? ...WAIT, DIDN'T HE SAVE SOMEONE ON THE PORTAGE RAIL BACK IN THE 1840s? I THOUGHT HE LIVED IN ALTOONA.
JOHNSTOWN, PA
YEAH, THAT'S HIM. BUT HE LIVED ALL OVER THE PLACE... HERE... ALTOONA, SOMERSET, CONNELLSVILLE... THE WHOLE REGION. I USED TO LOVE THOSE STORIES.
HMM... YOU KNOW, A COUPLE OF WEEKS AGO WE FOUND A DIARY IN MY GRANDPA'S ATTIC. I THINK IT BELONGED TO MY GREAT-GREAT UNCLE OR SOME FRIEND OF HIS --
-- I HAVEN'T READ IT YET. BUT IT WAS WRITTEN ABOUT THE SAME TIME THE TRAVELER WAS SUPPOSED TO BE HERE, SO THE TRAVELER MIGHT BE MENTIONED IN IT.
YOU WANT TO COME CHECK IT OUT?
ARE YOU KIDDING? I'D LOVE TO...
WELL, HERE IT IS, LET'S SEE WHAT THIS OLD BOOK HAS TO SAY...

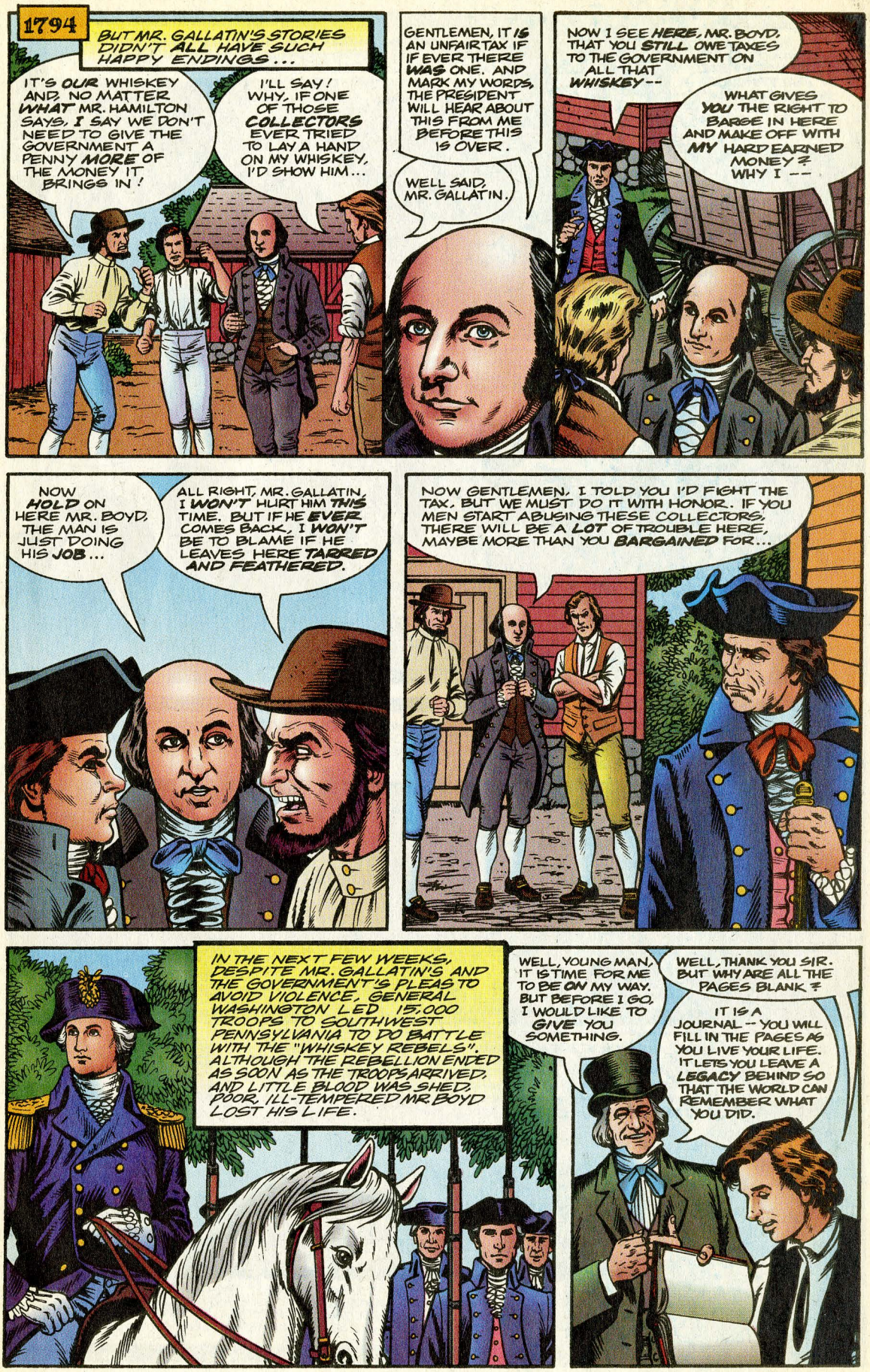

'TWAS 1825 AND THINGS COULD HAVE BEEN GOING BETTER. MY MOTHER HAD BEEN SICK FOR A LONG, LONG TIME, AND JUST THE WEEK BEFORE HAD PASSED AWAY FROM TUBERCULOSIS. OUR LANDLORD HAD LET US STAY IN A LITTLE FARM HOUSE IN AMBLESIDE OUT OF SYMPATHY FOR MY MOTHER.
BUT NOW THAT SHE WAS GONE. HIS SYMPATHY WAS ALSO GONE. SO I HAD COME DOWN TO LONDON TO FIND AN OLD RELATION WHO I'D NEVER EVEN MET. IT DIDN'T TAKE LONG FOR ME TO GET COMPLETELY LOST... AND INSTEAD OF FINDING MY WAY OUT, I FOUND TROUBLE...
BUT I WAS QUICKER THAN THEY WERE. AND THE DOCKS WERE FULL OF CORNERS TO HIDE IN. JUST AHEAD OF THEM, I HAD MANAGED TO RUN UP A NARROW PLANK AND HIDE.
IT MUST BE MORE THAN AN HOUR SINCE I'VE BEEN HERE. BUT I NEED TO GET OFF SOON BECAUSE THE ROCKING OF THE BOAT IS MAKING ME SICK...
HEY, WE'RE MOVING! WE'RE OUT TO SEA!

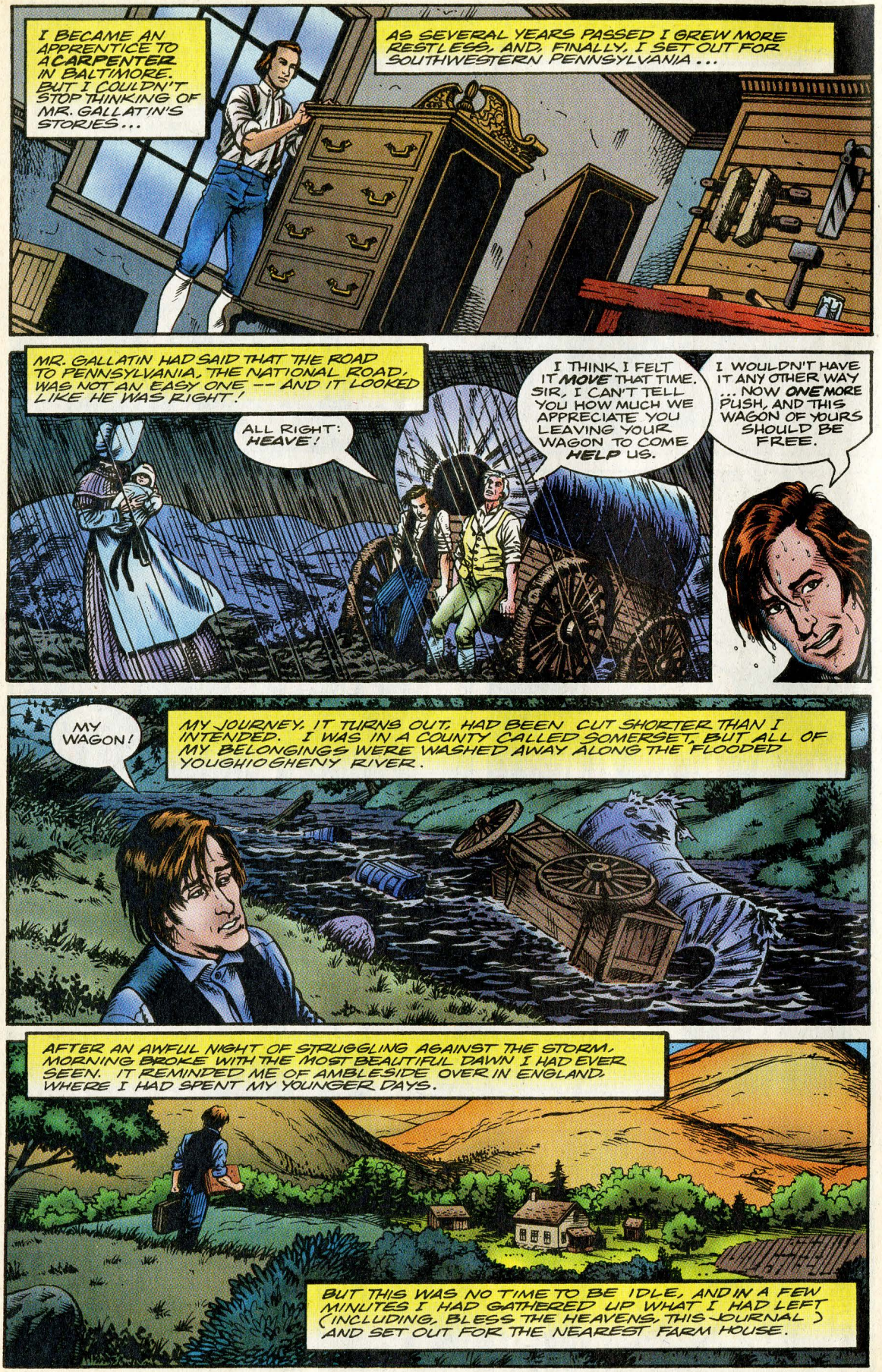
the LEGEND of the ALLEGHENY TRAVELER

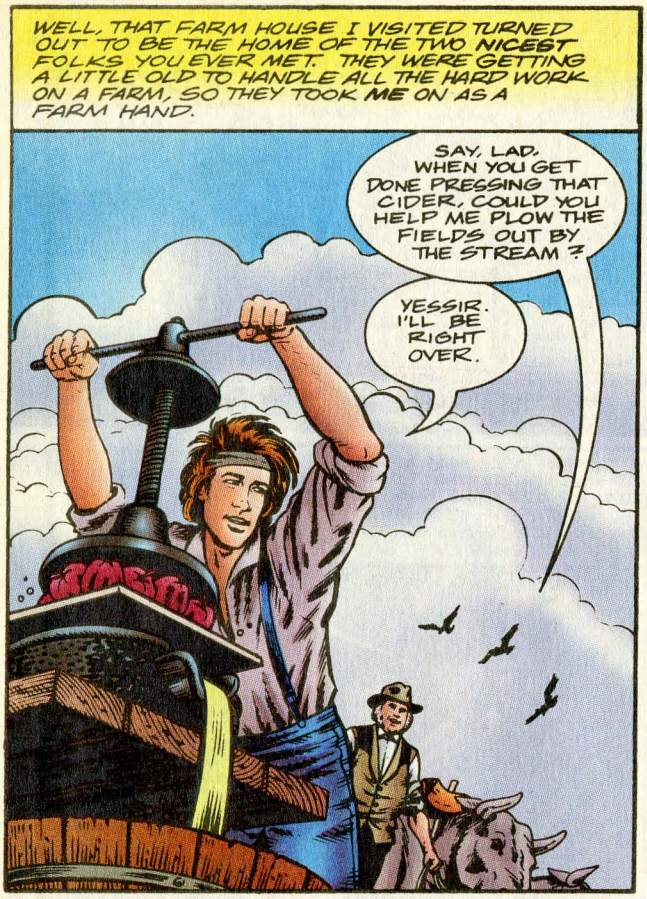

THE SAILORS FOUND ME LATER WHEN I WENT LOOKING FOR FOOD. IT WAS TOO LATE TO TURN BACK. I WAS GOING TO AMERICA!
THE SAILORS SPUN WONDROUS TALES ABOUT THE NEW WORLD. THEY DESCRIBED THE GREAT CITIES AND TOWNS IN AMERICA. EVERYONE EVERYWHERE WAS BUILDING SOMETHING NEW, WITH ROADS CROSSING MOUNTAINS THAT WERE NOTHING BUT NATIVE FOOT PATHS EARLIER.
AFTER ALMOST A MONTH OF NOTHING BUT WATER, I SAW IT.
HEY JACK! HEY TUBBY! LOOK EVERYBODY, LOOK! AMERICA! IT'S RIGHT THERE!
SO IT IS, SONNY! SO IT IS. GOOD JOB SIGHTIN' IT TOO!

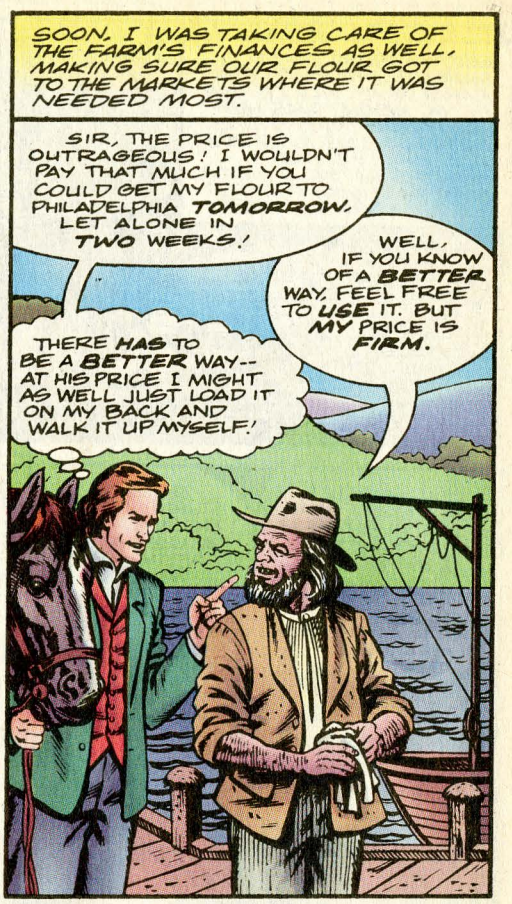

I KNEW I WOULD MISS MY FRIENDS FROM THE SHIP, BUT THIS WAS BALTIMORE. AMERICA. I HAD TO GET OUT AND SEE IT FOR MYSELF.
BALTIMORE MUSEUM
FINE ARTS
WANDERING THE CITY, I NOTICED A MAN WITH THE LOOK OF BREEDING AND MONEY. A COIN PURSE BULGING HEAVY WITH MONEY FELL OUT OF HIS POCKET. BUT HE JUST KEPT WALKING, UNAWARE OF HIS MISFORTUNE...
SIR!! SIR!! YOU DROPPED SOMETHING HERE! < PANT > SIR, YOUR MONEY!
IT WAS BECAUSE OF MY HONESTY THAT THIS WELL-DRESSED MAN SPOKE WITH ME AND TOOK NOTICE OF MY ACCENT. HIS NAME WAS ALBERT GALLATIN*, AND HE WAS A DIGNITARY GOING BACK TO MY COUNTRY: ENGLAND
HE REWARDED ME FOR MY HONESTY WITH A FEW COINS, AND THEN OFFERED TO BUY ME A MEAL AT A SMALL TAVERN NEARBY.
THE MEAL WAS INCREDIBLE, FANCIER THAN ANYTHING I HAD SEEN. BUT I HARDLY NOTICED-- I WAS SO AMAZED BY MR. GALLATIN'S STORIES. YOU SEE, OF ALL THE PEOPLE IN AMERICA, MR. GALLATIN WAS ONE OF THE MOST IMPORTANT. HE WAS POLITICAL AND COULD CALL ON THE PRESIDENT WHENEVER HE LIKED.
*Albert Gallatin (1761-1849) was a prominent congressman, secretary of the treasury, and a U.S. ambassador.

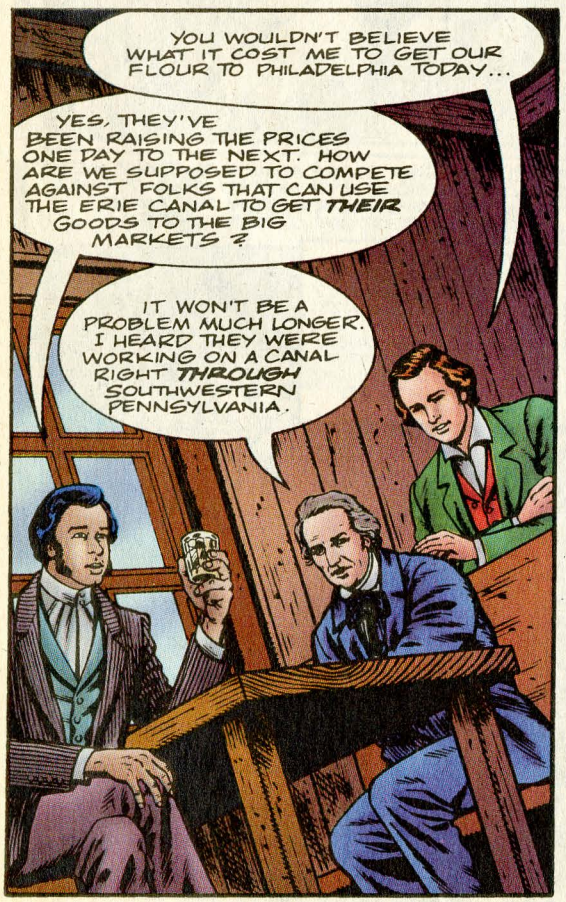
AS IT TURNS OUT, MR. GALLATIN EVEN KNEW GEORGE WASHINGTON.
WHEN I WAS MUCH YOUNGER, OUR COUNTRY'S FIRST PRESIDENT CAME TO PENNSYLVANIA BECAUSE HE KNEW HOW IMPORTANT IT WAS TO THE COUNTRY. HE AND HIS MEN WERE DEBATING ABOUT WHICH ROUTE TO TAKE OVER THE ALLEGHENIES.
CROSSING THE TREACHEROUS MOUNTAINS WAS AN ARDUOUS TASK. THE LONG JOURNEY WAS HARD ON MEN AND HORSES. AND THERE WAS ALWAYS THE THREAT OF BEING CAUGHT IN BAD WEATHER... CAREFUL PLANNING WAS THE PRUDENT THING... BUT I WAS YOUNG -- IMPATIENT.
1784
GENERAL WASHINGTON, SURELY YOU SEE THE CORRECT PASSAGEWAY! FOLLOW THIS PATH HERE, CUT OVER THE MOUNTAINS NEAR THIS RIVER, AND YOU'LL REACH YOUR DESTINATION.
RESTRAIN YOUR TONE, YOUNG MAN! THIS IS A SERIOUS DECISION, NOT ONE OF YOUR YOUTHFUL GAMES!
WELL, ALBERT, YOUR MANNERS NEED SOME WORK, BUT I MUST CONGRATULATE YOU ON POINTING OUT THAT ROUTE -- IT LOOKS LIKE THE ONE WE'LL BE USING.
I AM GLAD THAT YOU MADE THE CHOICE... I MEANT NO DISRESPECT, SIR.
THERE'S NOTHING TO WORRY ABOUT -- IN FACT, I WAS HOPING I MIGHT PERSUADE YOU TO LOOK INTO SOME LAND I AM CONSIDERING IN THE SOUTHWESTERN PENNSYLVANIA REGION. THERE MIGHT BE A POSITION THERE FOR YOU --
MR. GALLATIN DIDN'T TAKE THE JOB, BUT HE DID CONTINUE TO PURSUE HIS FUTURE IN AND AROUND THE ALLEGHENIES. I LATER HEARD HE BUILT QUITE AN ESTATE THERE, CALLED IT FRIENDSHIP HILL.

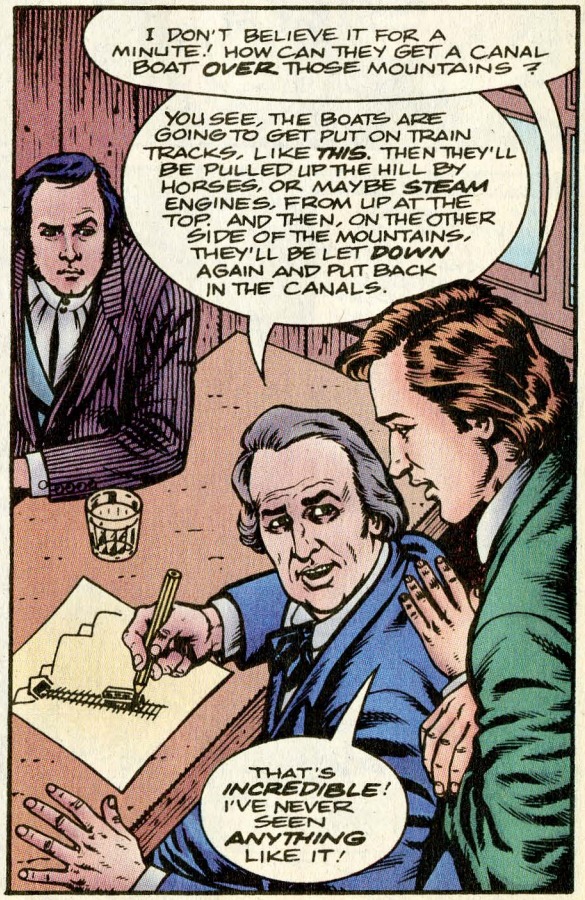

1794
BUT MR. GALLATIN'S STORIES DIDN'T ALL HAVE SUCH HAPPY ENDINGS...
IT'S OUR WHISKEY AND, NO MATTER WHAT MR. HAMILTON SAYS, I SAY WE DON'T NEED TO GIVE THE GOVERNMENT A PENNY MORE OF THE MONEY IT BRINGS IN!
I'LL SAY! WHY, IF ONE OF THOSE COLLECTORS EVER TRIED TO LAY A HAND ON MY WHISKEY, I'D SHOW HIM...
GENTLEMEN, IT IS AN UNFAIR TAX IF IF EVER THERE WAS ONE. AND MARK MY WORDS, THE PRESIDENT WILL HEAR ABOUT THIS FROM ME BEFORE THIS IS OVER.
WELL SAID, MR. GALLATIN.
NOW I SEE HERE, MR. BOYD, THAT YOU STILL OWE TAXES TO THE GOVERNMENT ON ALL THAT WHISKEY--
WHAT GIVES YOU THE RIGHT TO BARGE IN HERE AND MAKE OFF WITH MY HARD EARNED MONEY? WHY I --
NOW HOLD ON HERE MR. BOYD. THE MAN IS JUST DOING HIS JOB...
ALL RIGHT, MR. GALLATIN, I WON'T HURT HIM THIS TIME. BUT IF HE EVER COMES BACK, I WON'T BE TO BLAME IF HE LEAVES HERE TARRED AND FEATHERED.
NOW GENTLEMEN, I TOLD YOU I'D FIGHT THE TAX, BUT WE MUST DO IT WITH HONOR. IF YOU MEN START ABUSING THESE COLLECTORS, THERE WILL BE A LOT OF TROUBLE HERE, MAYBE MORE THAN YOU BARGAINED FOR...
IN THE NEXT FEW WEEKS, DESPITE MR. GALLATIN'S AND THE GOVERNMENT'S PLEAS TO AVOID VIOLENCE, GENERAL WASHINGTON LED 15,000 TROOPS TO SOUTHWEST PENNSYLVANIA TO DO BATTLE WITH THE "WHISKEY REBELS". ALTHOUGH THE REBELLION ENDED AS SOON AS THE TROOPS ARRIVED, AND LITTLE BLOOD WAS SHED, POOR, ILL-TEMPERED MR. BOYD LOST HIS LIFE.
WELL, YOUNG MAN, IT IS TIME FOR ME TO BE ON MY WAY. BUT BEFORE I GO, I WOULD LIKE TO GIVE YOU SOMETHING.
WELL, THANK YOU SIR. BUT WHY ARE ALL THE PAGES BLANK?
IT IS A JOURNAL -- YOU WILL FILL IN THE PAGES AS YOU LIVE YOUR LIFE. IT LETS YOU LEAVE A LEGACY BEHIND SO THAT THE WORLD CAN REMEMBER WHAT YOU DID.

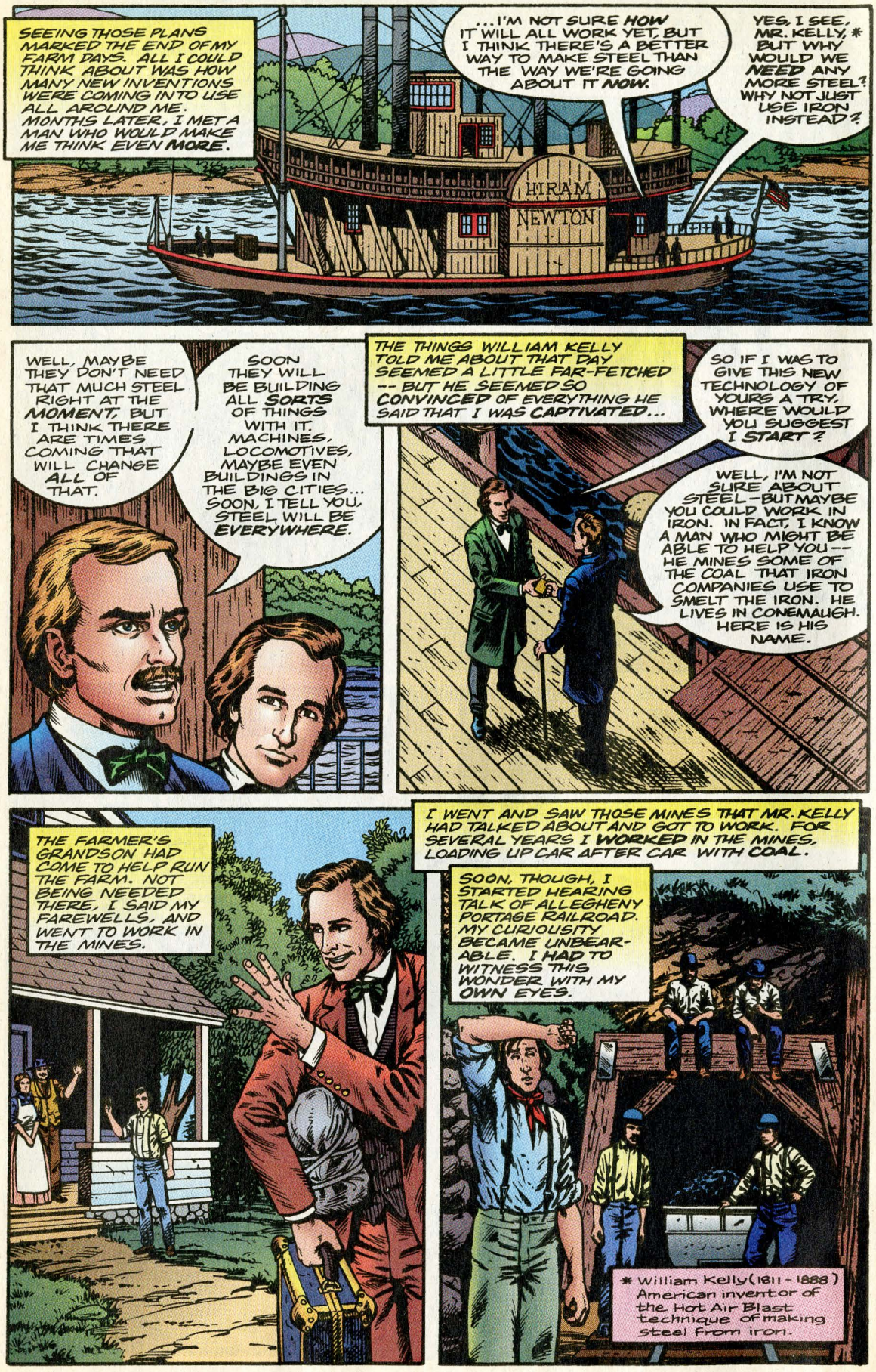

I BECAME AN APPRENTICE TO A CARPENTER IN BALTIMORE. BUT I COULDN'T STOP THINKING OF MR. GALLATIN'S STORIES...
AS SEVERAL YEARS PASSED I GREW MORE RESTLESS, AND, FINALLY, I SET OUT FOR SOUTHWESTERN PENNSYLVANIA...
MR. GALLATIN HAD SAID THAT THE ROAD TO PENNSYLVANIA, THE NATIONAL ROAD, WAS NOT AN EASY ONE -- AND IT LOOKED LIKE HE WAS RIGHT!
ALL RIGHT: HEAVE!
I THINK I FELT IT MOVE THAT TIME. SIR, I CAN'T TELL YOU HOW MUCH WE APPRECIATE YOU LEAVING YOUR WAGON TO COME HELP US.
I WOULDN'T HAVE IT ANY OTHER WAY ... NOW ONE MORE PUSH, AND THIS WAGON OF YOURS SHOULD BE FREE.
MY WAGON!
MY JOURNEY, IT TURNS OUT, HAD BEEN CUT SHORTER THAN I INTENDED. I WAS IN A COUNTY CALLED SOMERSET, BUT ALL OF MY BELONGINGS WERE WASHED AWAY ALONG THE FLOODED YOUGHIOGHENY RIVER.
AFTER AN AWFUL NIGHT OF STRUGGLING AGAINST THE STORM, MORNING BROKE WITH THE MOST BEAUTIFUL DAWN I HAD EVER SEEN. IT REMINDED ME OF AMBLESIDE OVER IN ENGLAND, WHERE I HAD SPENT MY YOUNGER DAYS.
BUT THIS WAS NO TIME TO BE IDLE, AND IN A FEW MINUTES I HAD GATHERED UP WHAT I HAD LEFT (INCLUDING, BLESS THE HEAVENS, THIS JOURNAL) AND SET OUT FOR THE NEAREST FARM HOUSE.


WELL, THAT FARM HOUSE I VISITED TURNED OUT TO BE THE HOME OF THE TWO NICEST FOLKS YOU EVER MET. THEY WERE GETTING A LITTLE OLD TO HANDLE ALL THE HARD WORK ON A FARM, SO THEY TOOK ME ON AS A FARM HAND.
SAY, LAD, WHEN YOU GET DONE PRESSING THAT CIDER, COULD YOU HELP ME PLOW THE FIELDS OUT BY THE STREAM?
YESSIR. I'LL BE RIGHT OVER.

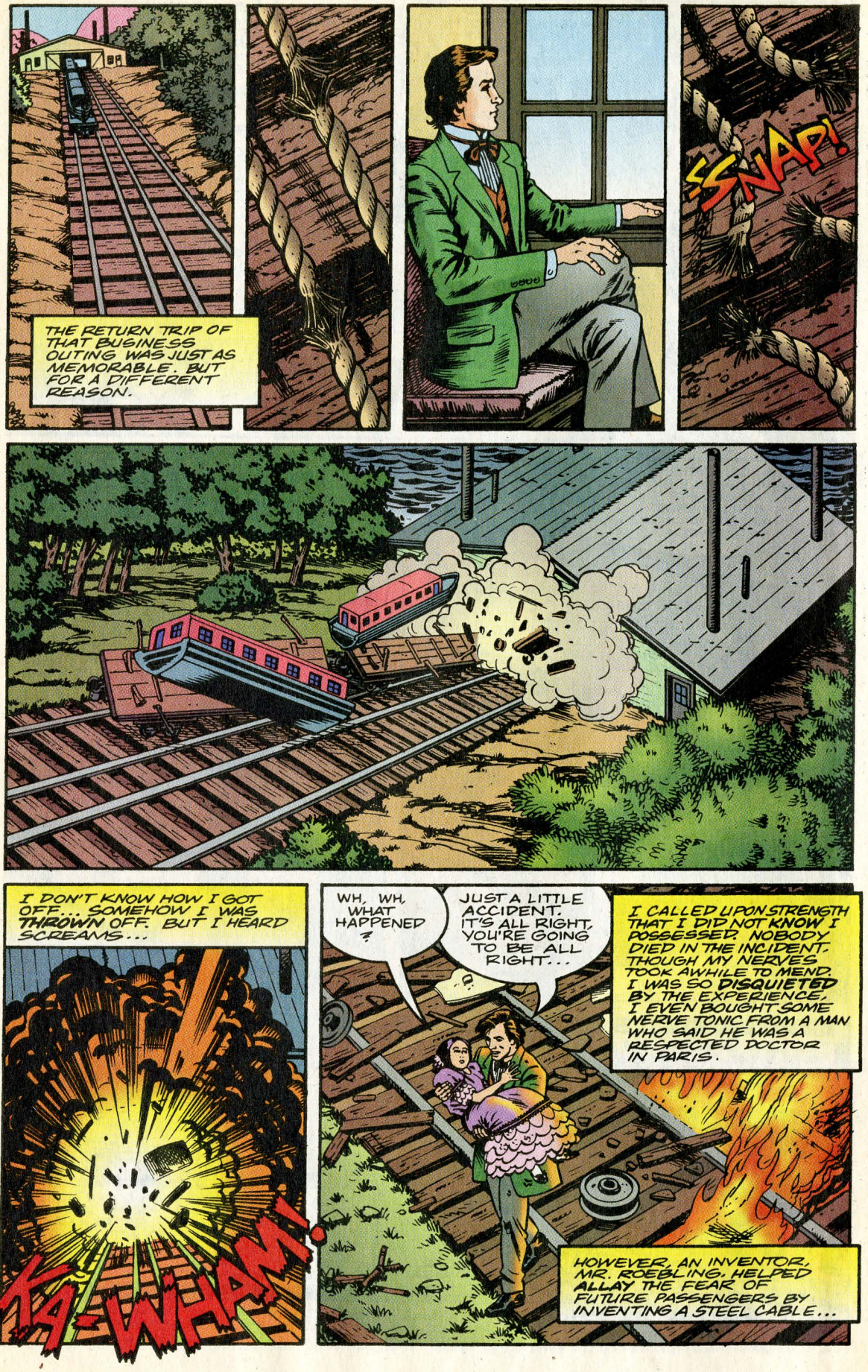

SOON, I WAS TAKING CARE OF THE FARM'S FINANCES AS WELL, MAKING SURE OUR FLOUR GOT TO THE MARKETS WHERE IT WAS NEEDED MOST.
SIR, THE PRICE IS OUTRAGEOUS! I WOULDN'T PAY THAT MUCH IF YOU COULD GET MY FLOUR TO PHILADELPHIA TOMORROW, LET ALONE IN TWO WEEKS!
WELL, IF YOU KNOW OF A BETTER WAY, FEEL FREE TO USE IT. BUT MY PRICE IS FIRM.
THERE HAS TO BE A BETTER WAY-- AT HIS PRICE I MIGHT AS WELL JUST LOAD IT ON MY BACK AND WALK IT UP MYSELF!

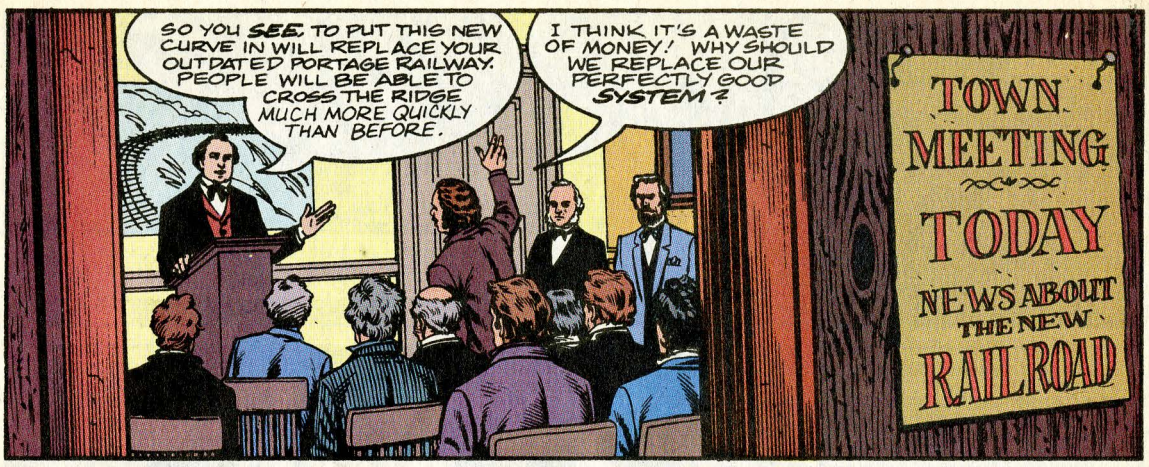

YOU WOULDN'T BELIEVE WHAT IT COST ME TO GET OUR FLOUR TO PHILADELPHIA TODAY...
YES, THEY'VE BEEN RAISING THE PRICES ONE DAY TO THE NEXT. HOW ARE WE SUPPOSED TO COMPETE AGAINST FOLKS THAT CAN USE THE ERIE CANAL TO GET THEIR GOODS TO THE BIG MARKETS?
IT WON'T BE A PROBLEM MUCH LONGER. I HEARD THEY WERE WORKING ON A CANAL RIGHT THROUGH SOUTHWESTERN PENNSYLVANIA.

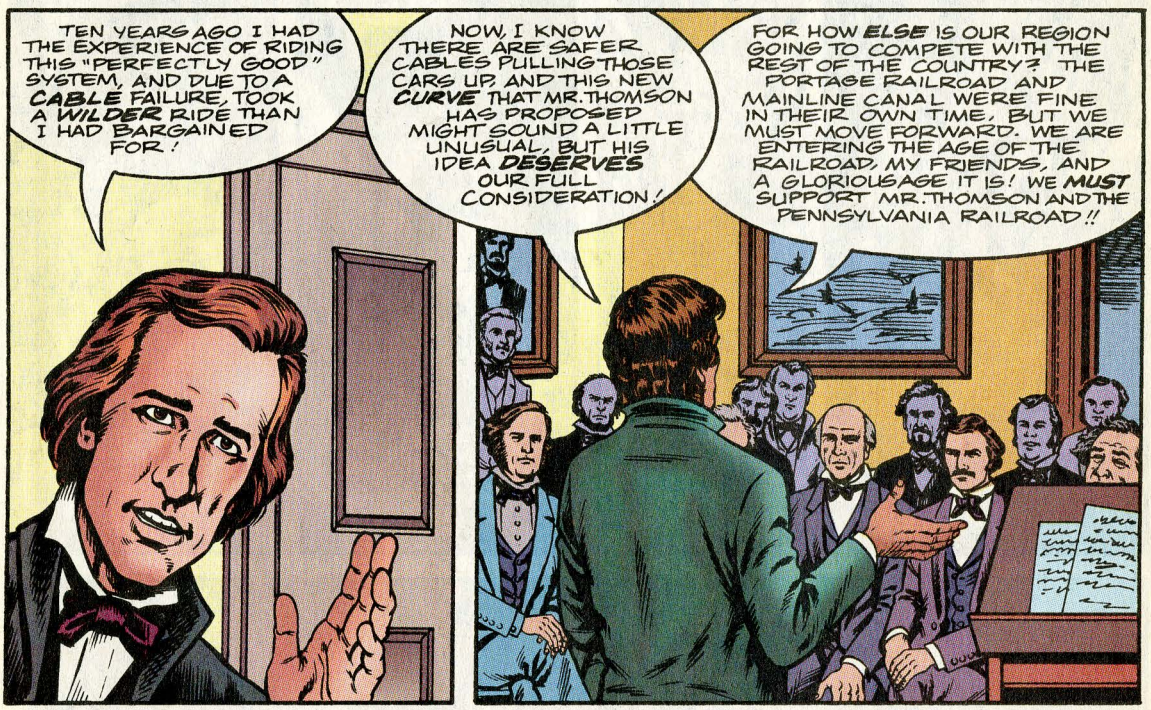

I DON'T BELIEVE IT FOR A MINUTE! HOW CAN THEY GET A CANAL BOAT OVER THOSE MOUNTAINS?
YOU SEE, THE BOATS ARE GOING TO GET PUT ON TRAIN TRACKS, LIKE THIS. THEN THEY'LL BE PULLED UP THE HILL BY HORSES, OR MAYBE STEAM ENGINES, FROM UP AT THE TOP. AND THEN, ON THE OTHER SIDE OF THE MOUNTAINS, THEY'LL BE LET DOWN AGAIN AND PUT BACK IN THE CANALS.
THAT'S INCREDIBLE! I'VE NEVER SEEN ANYTHING LIKE IT!

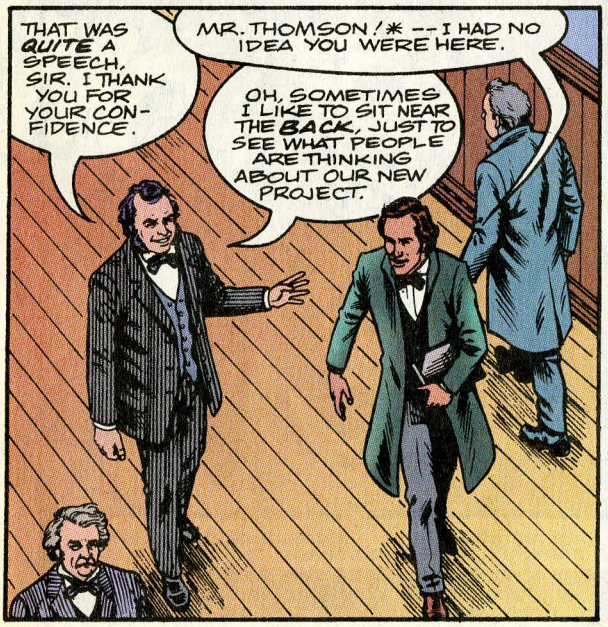

SEEING THOSE PLANS MARKED THE END OF MY FARM DAYS. ALL I COULD THINK ABOUT WAS HOW MANY NEW INVENTIONS WERE COMING INTO USE ALL AROUND ME. MONTHS LATER, I MET A MAN WHO WOULD MAKE ME THINK EVEN MORE.
...I'M NOT SURE HOW IT WILL ALL WORK YET, BUT I THINK THERE'S A BETTER WAY TO MAKE STEEL THAN THE WAY WE'RE GOING ABOUT IT NOW.
YES, I SEE, MR. KELLY, * BUT WHY WOULD WE NEED ANY MORE STEEL? WHY NOT JUST USE IRON INSTEAD?
HIRAM
NEWTON
WELL, MAYBE THEY DON'T NEED THAT MUCH STEEL RIGHT AT THE MOMENT, BUT I THINK THERE ARE TIMES COMING THAT WILL CHANGE ALL OF THAT.
SOON THEY WILL BE BUILDING ALL SORTS OF THINGS WITH IT. MACHINES, LOCOMOTIVES, MAYBE EVEN BUILDINGS IN THE BIG CITIES... SOON, I TELL YOU, STEEL WILL BE EVERYWHERE.
THE THINGS WILLIAM KELLY TOLD ME ABOUT THAT DAY SEEMED A LITTLE FAR-FETCHED -- BUT HE SEEMED SO CONVINCED OF EVERYTHING HE SAID THAT I WAS CAPTIVATED...
SO IF I WAS TO GIVE THIS NEW TECHNOLOGY OF YOURS A TRY, WHERE WOULD YOU SUGGEST I START?
WELL, I'M NOT SURE ABOUT STEEL - BUT MAYBE YOU COULD WORK IN IRON. IN FACT, I KNOW A MAN WHO MIGHT BE ABLE TO HELP YOU -- HE MINES SOME OF THE COAL THAT IRON COMPANIES USE TO SMELT THE IRON. HE LIVES IN CONEMAUGH. HERE IS HIS NAME.
THE FARMER'S GRANDSON HAD COME TO HELP RUN THE FARM. NOT BEING NEEDED THERE, I SAID MY FAREWELLS, AND WENT TO WORK IN THE MINES.
I WENT AND SAW THOSE MINES THAT MR. KELLY HAD TALKED ABOUT AND GOT TO WORK. FOR SEVERAL YEARS I WORKED IN THE MINES, LOADING UP CAR AFTER CAR WITH COAL.
SOON, THOUGH, I STARTED HEARING TALK OF ALLEGHENY PORTAGE RAILROAD. MY CURIOUSITY BECAME UNBEARABLE. I HAD TO WITNESS THIS WONDER WITH MY OWN EYES.
* William Kelly (1811 - 1888) American inventor of the Hot Air Blast technique of making steel from iron.

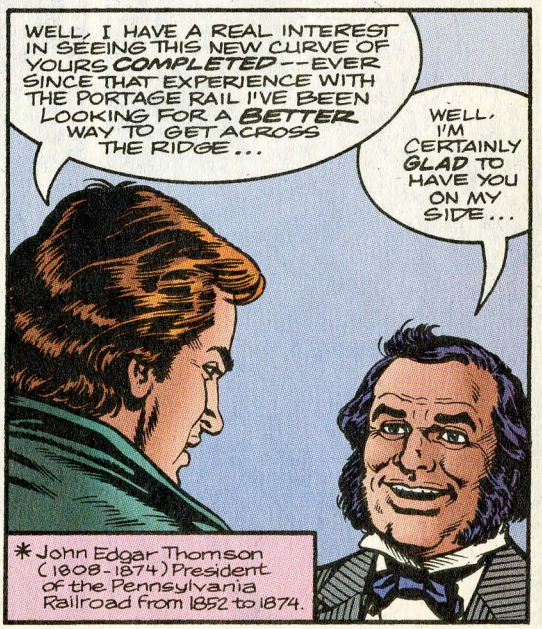
... SIR, I'D LIKE TO TALK AT LENGTH, BUT THIS PULLEY SYSTEM HERE NEEDS...
SO, THE STEAM ENGINE UP TOP PULLS AT THIS ROPE HERE, WHICH IS ATTACHED TO THE CAR...
YES, THAT'S ABOUT IT. NOW, IF YOU DON'T MIND, I'VE GOT A LITTLE WORK I NEED TO...
BUT HOW ARE THE CANAL BOATS ATTACHED TO THE RAIL? WHAT IS THE ROPE MADE OF? HOW LONG A TRIP FROM ONE END OF THE MOUNTAINS TO THE OTHER?
IT'LL BE MANY HOURS BEFORE YOU REACH JOHNSTOWN --PLENTY OF TIME TO ASK SOMEONE ELSE ALL OF YOUR QUESTIONS!
1842
IF I DIDN'T KNOW BETTER, SIR, I'D SAY YOU WERE CHARLES DICKENS* YOURSELF.
AND YOU'D BE CORRECT.
REALLY? THE CHARLES DICKENS? WELL, I DON'T EVEN KNOW WHERE TO START! I LOVE YOUR BOOKS --
--AND THAT IS QUITE A TOP-COAT YOU'VE GOT ON -- WHAT IS THAT FUR? AND THIS NEW RAIL, ISN'T IT JUST AMAZING?
IF YOU DON'T MIND, SIR, IT HAS BEEN NICE TO MAKE YOUR ACQUAINTANCE, BUT I REALLY MUST GET BACK TO MY WRITINGS HERE...
YOU KNOW, I WRITE TOO! NOT STORIES LIKE YOURS, BUT TRUE STORIES, ABOUT WHAT IS HAPPENING AROUND HERE.
"WELL, IT IS QUITE AN EXCITING PART OF THE WORLD, AND BEAUTIFUL, TOO, ESPECIALLY OUT NEAR HUNTINGDON-- IT'S QUITE A VIEW OF THE TOWN YOU GET FROM THE CANAL."
"IT SURE IS... YOU KNOW, I'VE BEEN FOLLOWING IT FROM THE TIME THIS ALL WAS JUST PLANS IN SOME ENGINEER'S MIND. I NEVER THOUGHT I'D ACTUALLY GET THE CHANCE TO SEE IT. TO RIDE ABOARD IT."
* Charles Dickens (1812-1870) An English novelist whose works include A Christmas Carol and A Tale of Two Cities.


THE RETURN TRIP OF THAT BUSINESS OUTING WAS JUST AS MEMORABLE. BUT FOR A DIFFERENT REASON.
SNAP!
I DON'T KNOW HOW I GOT OFF... SOMEHOW I WAS THROWN OFF. BUT I HEARD SCREAMS...
KA-WHAM!
WH, WH, WHAT HAPPENED?
JUST A LITTLE ACCIDENT. IT'S ALL RIGHT, YOU'RE GOING TO BE ALL RIGHT...
I CALLED UPON STRENGTH THAT I DID NOT KNOW I POSSESSED. NOBODY DIED IN THE INCIDENT, THOUGH MY NERVES TOOK AWHILE TO MEND. I WAS SO DISQUIETED BY THE EXPERIENCE, I EVEN BOUGHT SOME NERVE TONIC FROM A MAN WHO SAID HE WAS A RESPECTED DOCTOR IN PARIS.
HOWEVER, AN INVENTOR, MR. ROEBLING, HELPED ALLAY THE FEAR OF FUTURE PASSENGERS BY INVENTING A STEEL CABLE...

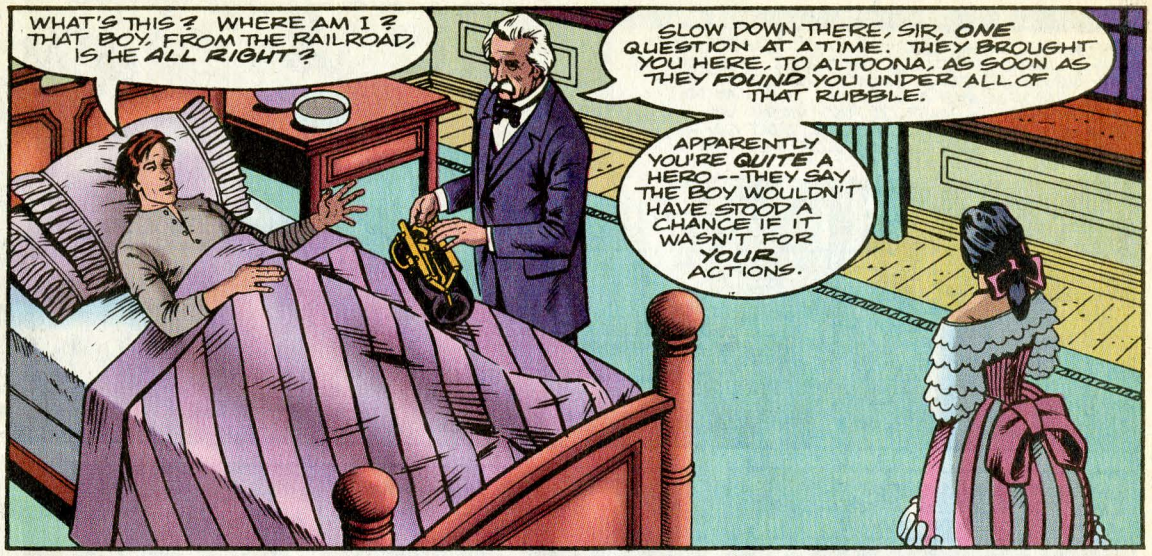

SO YOU SEE, TO PUT THIS NEW CURVE IN WILL REPLACE YOUR OUTDATED PORTAGE RAILWAY. PEOPLE WILL BE ABLE TO CROSS THE RIDGE MUCH MORE QUICKLY THAN BEFORE.
I THINK IT'S A WASTE OF MONEY! WHY SHOULD WE REPLACE OUR PERFECTLY GOOD SYSTEM?
TOWN MEETING TODAY
NEWS ABOUT THE NEW RAILROAD

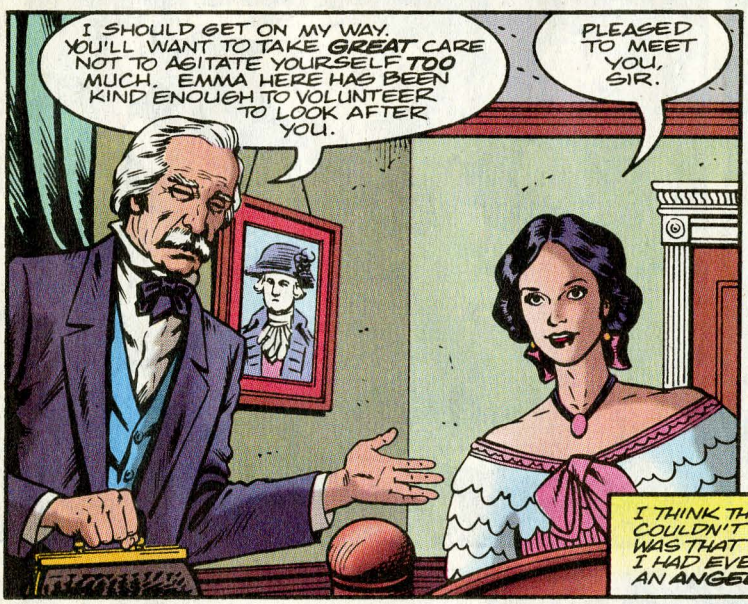

TEN YEARS AGO I HAD THE EXPERIENCE OF RIDING THIS "PERFECTLY GOOD" SYSTEM, AND DUE TO A CABLE FAILURE, TOOK A WILDER RIDE THAN I HAD BARGAINED FOR!
NOW, I KNOW THERE ARE SAFER CABLES PULLING THOSE CARS UP, AND THIS NEW CURVE THAT MR. THOMSON HAS PROPOSED MIGHT SOUND A LITTLE UNUSUAL, BUT HIS IDEA DESERVES OUR FULL CONSIDERATION!
FOR HOW ELSE IS OUR REGION GOING TO COMPETE WITH THE REST OF THE COUNTRY? THE PORTAGE RAILROAD AND MAINLINE CANAL WERE FINE IN THEIR OWN TIME, BUT WE MUST MOVE FORWARD. WE ARE ENTERING THE AGE OF THE RAILROAD, MY FRIENDS, AND A GLORIOUS AGE IT IS! WE MUST SUPPORT MR. THOMSON AND THE PENNSYLVANIA RAILROAD!!

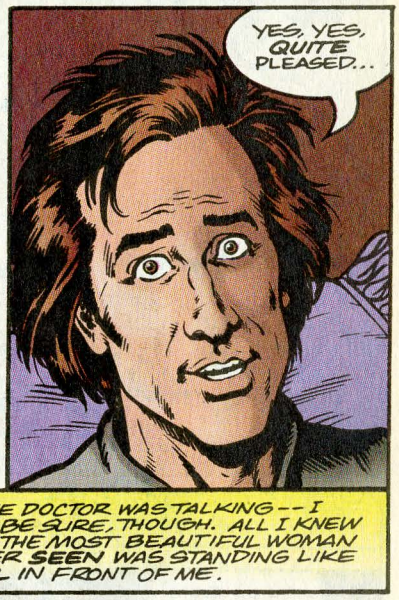

THAT WAS QUITE A SPEECH, SIR. I THANK YOU FOR YOUR CONFIDENCE.
MR. THOMSON!* -- I HAD NO IDEA YOU WERE HERE.
OH, SOMETIMES I LIKE TO SIT NEAR THE BACK, JUST TO SEE WHAT PEOPLE ARE THINKING ABOUT OUR NEW PROJECT.


WELL, I HAVE A REAL INTEREST IN SEEING THIS NEW CURVE OF YOURS COMPLETED -- EVER SINCE THAT EXPERIENCE WITH THE PORTAGE RAIL I'VE BEEN LOOKING FOR A BETTER WAY TO GET ACROSS THE RIDGE...
WELL, I'M CERTAINLY GLAD TO HAVE YOU ON MY SIDE...
*John Edgar Thomson (1808-1874) President of the Pennsylvania Railroad from 1852 to 1874.

1854
WELL, THE PENNSYLVANIA RAILROAD WAS GOING THROUGH. AND I WAS ON THE TEAM THAT WAS GOING TO PUT IT THERE.
I WAS LAYING BLACK POWDER -- NOT THE SAFEST JOB, BUT AFTER WHAT I'D BEEN THROUGH, IT DIDN'T SEEM LIKE MUCH.
ALL RIGHT EVERYBODY -- CLEAR THE AREA !!
HUH, WHAT ?
HEY, LOOK OUT !! THE POWDER IS ABOUT TO BLOW !! RUN !!
WHAT DO I DO ?
VAWOOM!
HE WAS FROZEN WITH FEAR AND CONFUSION. IF I DIDN'T DO SOMETHING...

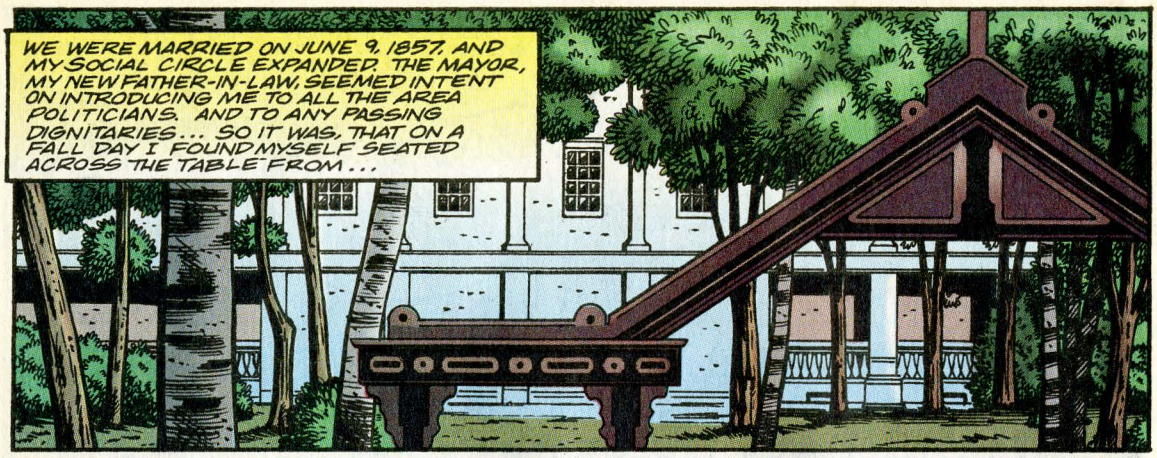

WHAT'S THIS? WHERE AM I? THAT BOY, FROM THE RAILROAD, IS HE ALL RIGHT?
SLOW DOWN THERE, SIR, ONE QUESTION AT A TIME. THEY BROUGHT YOU HERE, TO ALTOONA, AS SOON AS THEY FOUND YOU UNDER ALL OF THAT RUBBLE.
APPARENTLY YOU'RE QUITE A HERO --THEY SAY THE BOY WOULDN'T HAVE STOOD A CHANCE IF IT WASN'T FOR YOUR ACTIONS.

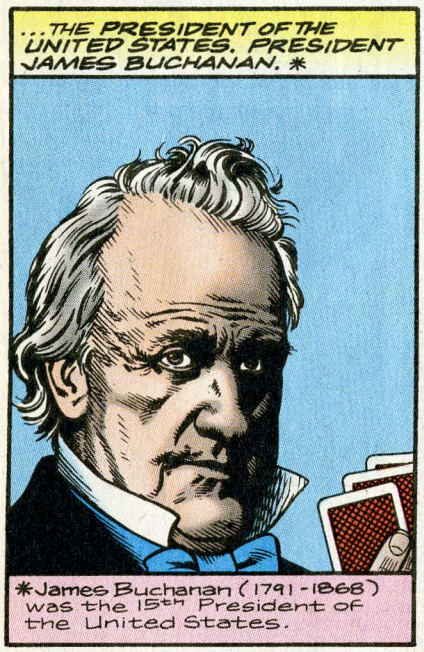

I SHOULD GET ON MY WAY. YOU'LL WANT TO TAKE GREAT CARE NOT TO AGITATE YOURSELF TOO MUCH. EMMA HERE HAS BEEN KIND ENOUGH TO VOLUNTEER TO LOOK AFTER YOU.
PLEASED TO MEET YOU, SIR.

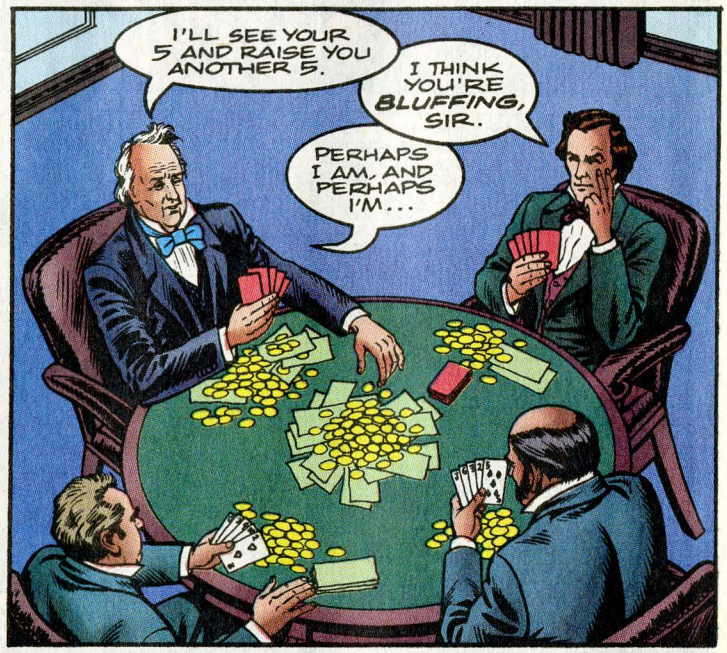

YES, YES, QUITE PLEASED...
I THINK THE DOCTOR WAS TALKING -- I COULDN'T BE SURE, THOUGH. ALL I KNEW WAS THAT THE MOST BEAUTIFUL WOMAN I HAD EVER SEEN WAS STANDING LIKE AN ANGEL IN FRONT OF ME.

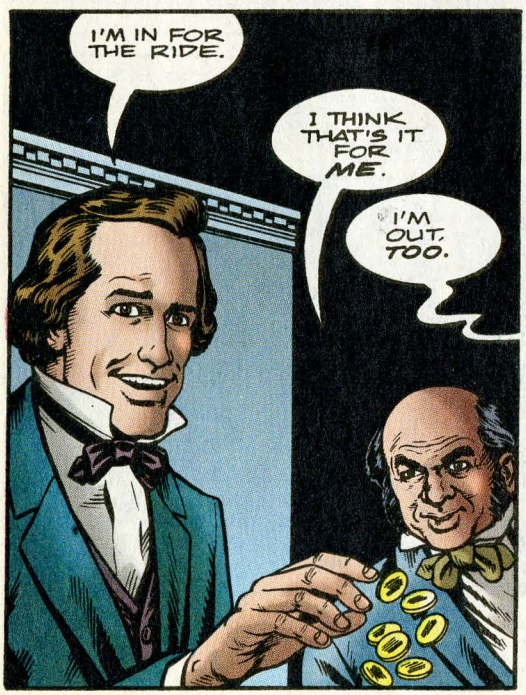
MY FULL RECOVERY WAS SWIFT. EMMA HELPED ME THROUGH EVERY STEP OF THE WAY. EVERY DAY, SHE PUSHED ME TO TAKE ANOTHER STEP. FIRST, IT WAS JUST SITTING UP, AND THEN GETTING OUT OF BED, AND, SOON WALKING ABOUT WITH ONLY A SLIGHT LIMP TO TELL OF MY EXPERIENCE.

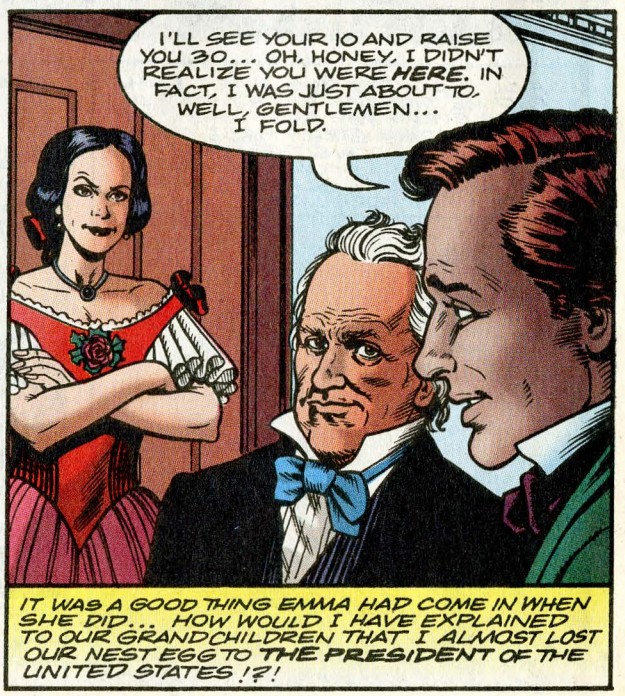
WE BECAME INSEPARABLE. HERE WAS SOMEONE I COULD SHARE MY DREAMS, AND MY LIFE, WITH. I TOLD HER ABOUT THE RAILROADS, AND THE WORKERS AT THE COKE OVENS, AND HOW WE COULD BE PART OF THE BUILDING OF A NATION.
AND SHE TOLD ME OF THE POLITICAL WORKINGS OF THE COUNTRY, AND ABOUT THE PROBLEMS THAT WERE BREWING BETWEEN THE NORTHERN AND SOUTHERN STATES.

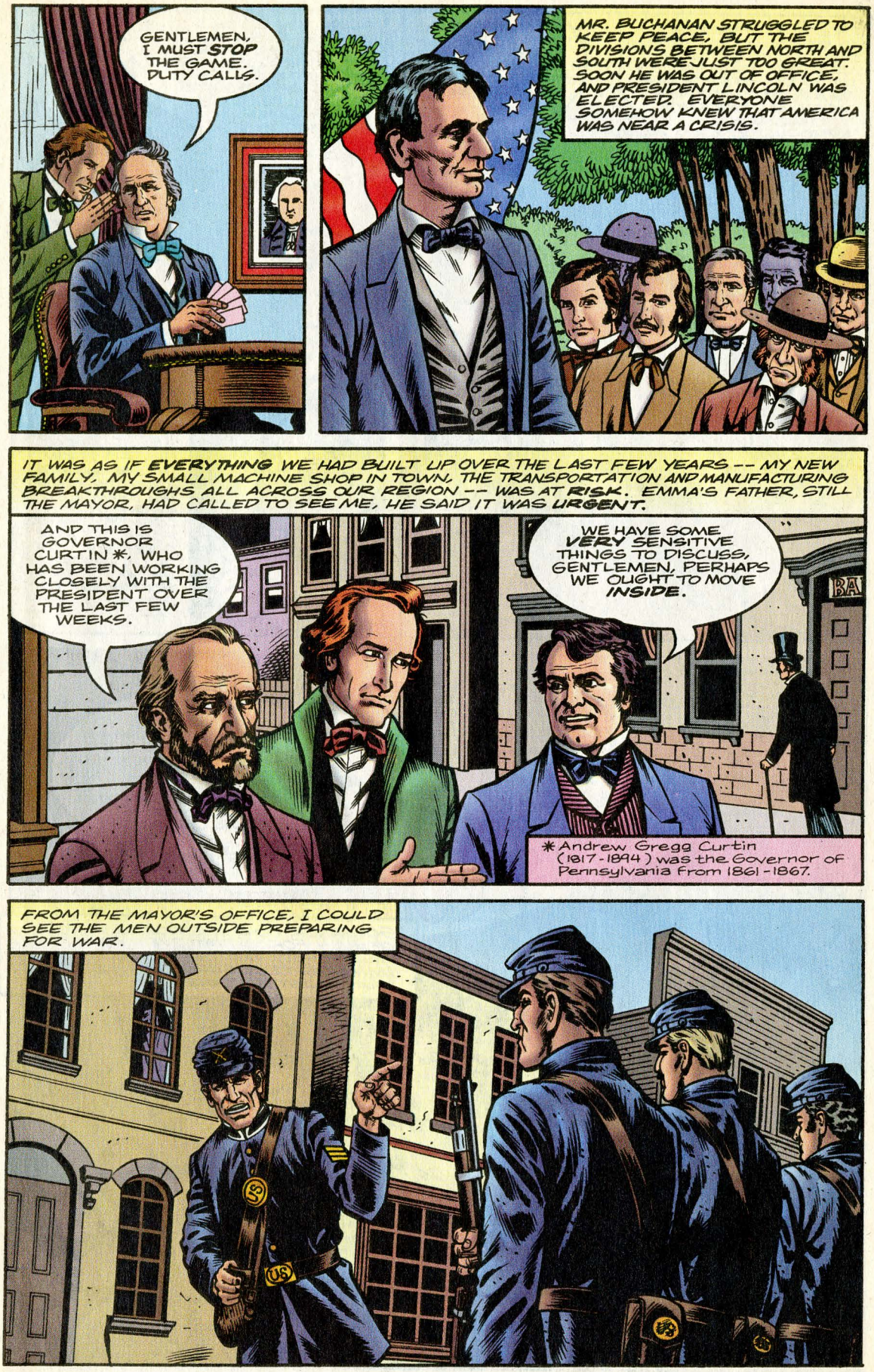

WE WERE MARRIED ON JUNE 9, 1857, AND MY SOCIAL CIRCLE EXPANDED. THE MAYOR, MY NEW FATHER-IN-LAW, SEEMED INTENT ON INTRODUCING ME TO ALL THE AREA POLITICIANS. AND TO ANY PASSING DIGNITARIES... SO IT WAS, THAT ON A FALL DAY I FOUND MYSELF SEATED ACROSS THE TABLE FROM...

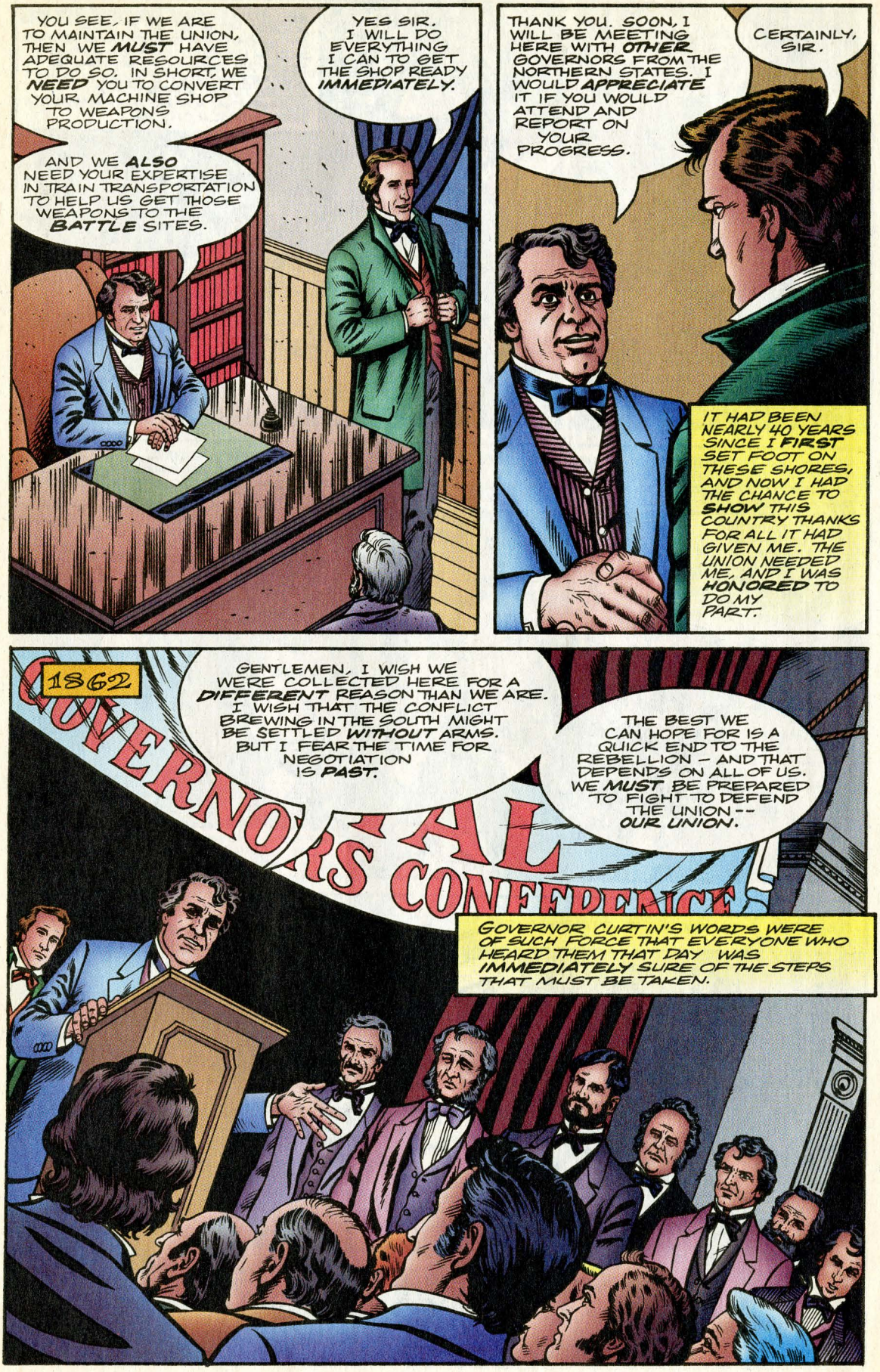

...THE PRESIDENT OF THE UNITED STATES. PRESIDENT JAMES BUCHANAN. *
*James Buchanan (1791-1868) was the 15th President of the United States.


I'LL SEE YOUR 5 AND RAISE YOU ANOTHER 5.
I THINK YOU'RE BLUFFING, SIR.
PERHAPS I AM, AND PERHAPS I'M...

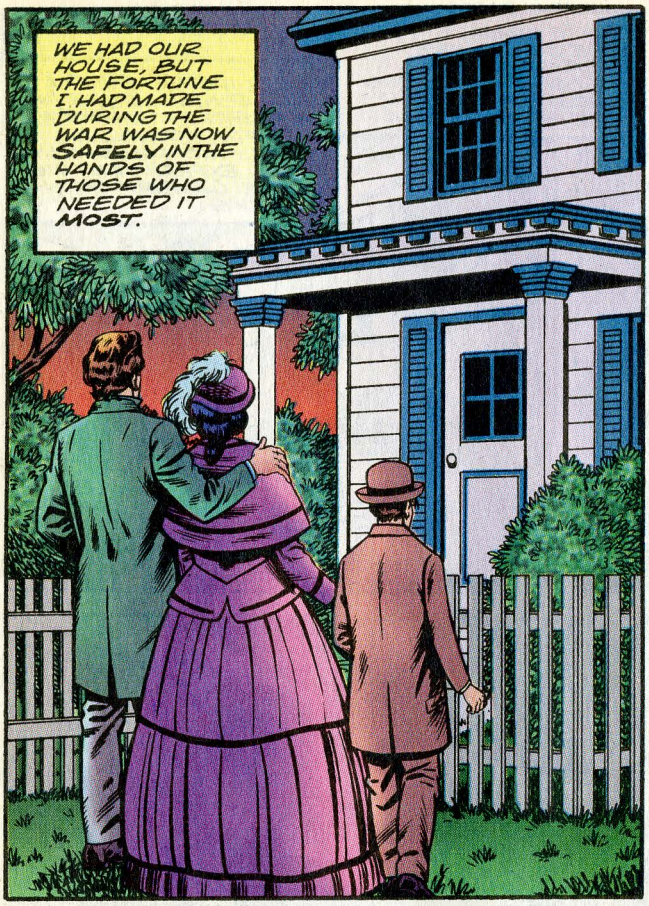

I'M IN FOR THE RIDE.
I THINK THAT'S IT FOR ME.
I'M OUT, TOO.

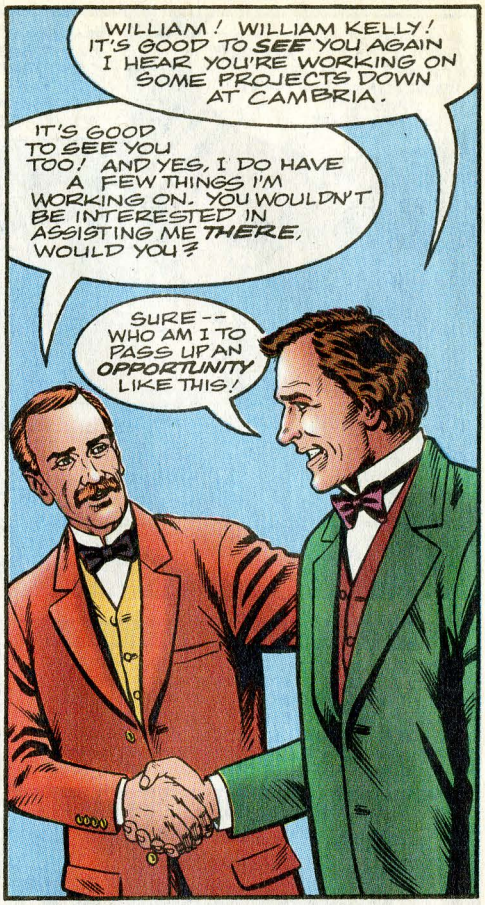

I'LL SEE YOUR 10 AND RAISE YOU 30... OH, HONEY, I DIDN'T REALIZE YOU WERE HERE. IN FACT, I WAS JUST ABOUT TO. WELL, GENTLEMEN... I FOLD.
IT WAS A GOOD THING EMMA HAD COME IN WHEN SHE DID... HOW WOULD I HAVE EXPLAINED TO OUR GRANDCHILDREN THAT I ALMOST LOST OUR NEST EGG TO THE PRESIDENT OF THE UNITED STATES!?!

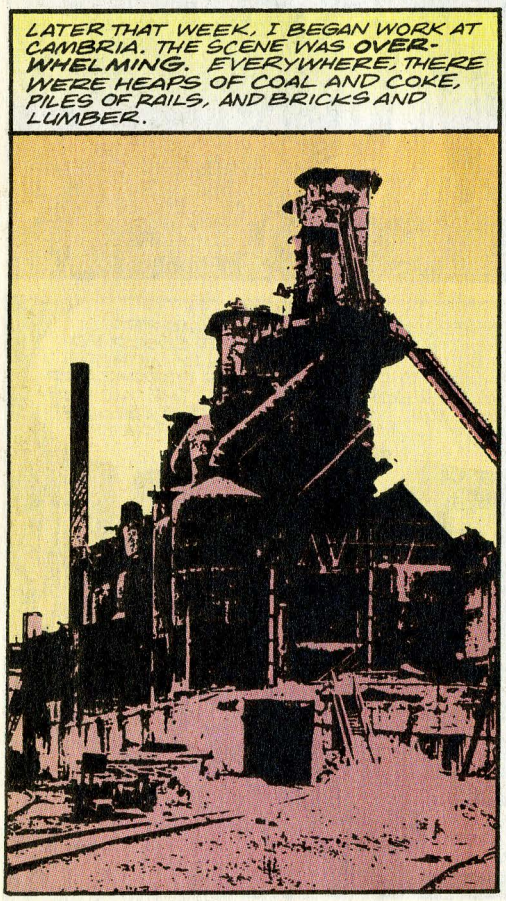

GENTLEMEN, I MUST STOP THE GAME. DUTY CALLS.
MR. BUCHANAN STRUGGLED TO KEEP PEACE, BUT THE DIVISIONS BETWEEN NORTH AND SOUTH WERE JUST TOO GREAT. SOON HE WAS OUT OF OFFICE, AND PRESIDENT LINCOLN WAS ELECTED. EVERYONE SOMEHOW KNEW THAT AMERICA WAS NEAR A CRISIS.
IT WAS AS IF EVERYTHING WE HAD BUILT UP OVER THE LAST FEW YEARS -- MY NEW FAMILY, MY SMALL MACHINE SHOP IN TOWN, THE TRANSPORTATION AND MANUFACTURING BREAKTHROUGHS ALL ACROSS OUR REGION -- WAS AT RISK. EMMA'S FATHER, STILL THE MAYOR, HAD CALLED TO SEE ME, HE SAID IT WAS URGENT.
AND THIS IS GOVERNOR CURTIN *, WHO HAS BEEN WORKING CLOSELY WITH THE PRESIDENT OVER THE LAST FEW WEEKS.
WE HAVE SOME VERY SENSITIVE THINGS TO DISCUSS, GENTLEMEN, PERHAPS WE OUGHT TO MOVE INSIDE.
* Andrew Gregg Curtin (1817-1894) was the Governor of Pennsylvania from 1861-1867.
FROM THE MAYOR'S OFFICE, I COULD SEE THE MEN OUTSIDE PREPARING FOR WAR.

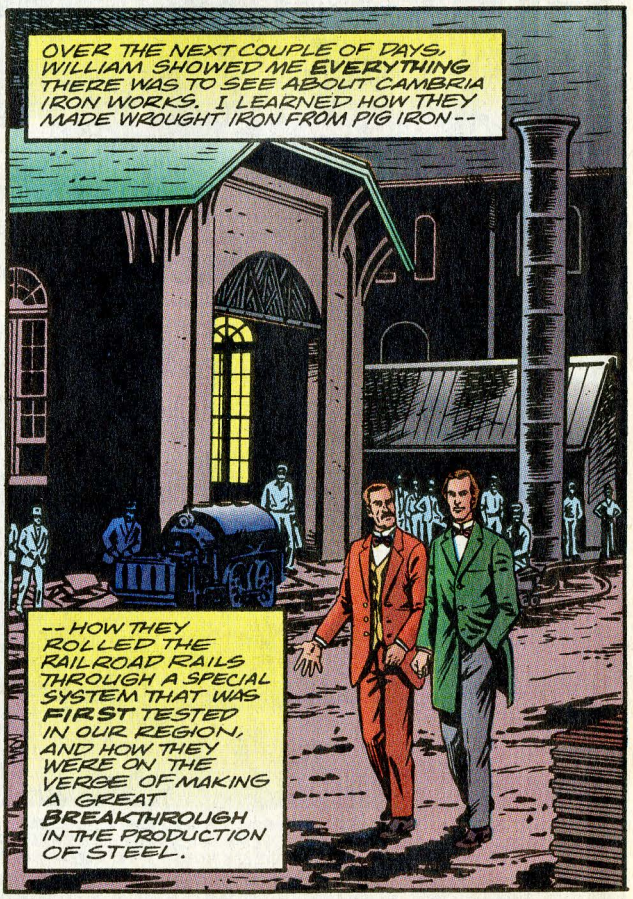

YOU SEE, IF WE ARE TO MAINTAIN THE UNION, THEN WE MUST HAVE ADEQUATE RESOURCES TO DO SO. IN SHORT, WE NEED YOU TO CONVERT YOUR MACHINE SHOP TO WEAPONS PRODUCTION.
YES SIR. I WILL DO EVERYTHING I CAN TO GET THE SHOP READY IMMEDIATELY.
AND WE ALSO NEED YOUR EXPERTISE IN TRAIN TRANSPORTATION TO HELP US GET THOSE WEAPONS TO THE BATTLE SITES.
THANK YOU. SOON, I WILL BE MEETING HERE WITH OTHER GOVERNORS FROM THE NORTHERN STATES. I WOULD APPRECIATE IT IF YOU WOULD ATTEND AND REPORT ON YOUR PROGRESS.
CERTAINLY, SIR.
IT HAD BEEN NEARLY 40 YEARS SINCE I FIRST SET FOOT ON THESE SHORES, AND NOW I HAD THE CHANCE TO SHOW THIS COUNTRY THANKS FOR ALL IT HAD GIVEN ME. THE UNION NEEDED ME, AND I WAS HONORED TO DO MY PART.
1862
GOVERNORS' CONFERENCE
GENTLEMEN, I WISH WE WERE COLLECTED HERE FOR A DIFFERENT REASON THAN WE ARE. I WISH THAT THE CONFLICT BREWING IN THE SOUTH MIGHT BE SETTLED WITHOUT ARMS. BUT I FEAR THE TIME FOR NEGOTIATION IS PAST.
THE BEST WE CAN HOPE FOR IS A QUICK END TO THE REBELLION – AND THAT DEPENDS ON ALL OF US. WE MUST BE PREPARED TO FIGHT TO DEFEND THE UNION -- OUR UNION.
GOVERNOR CURTIN'S WORDS WERE OF SUCH FORCE THAT EVERYONE WHO HEARD THEM THAT DAY WAS IMMEDIATELY SURE OF THE STEPS THAT MUST BE TAKEN.

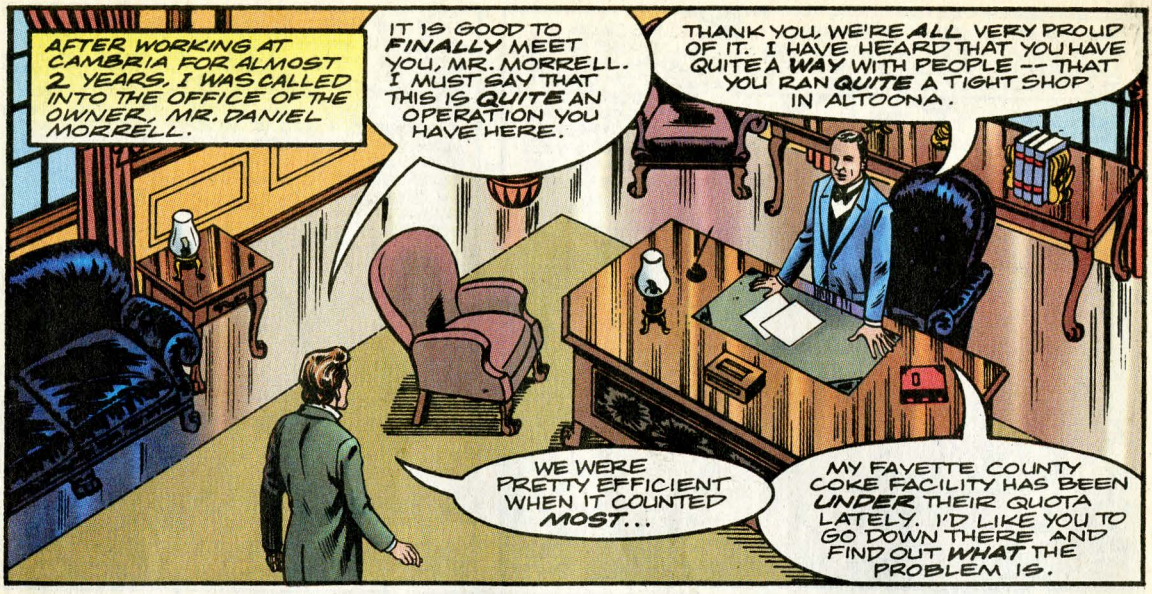
ALL RIGHT MEN, THAT SHOULD DO IT HERE. NOW LET'S GET WORKING ON THAT NEXT SHIPMENT.
THOUGH I DIDN'T REALIZE IT AT THE TIME, THOSE GOVERNMENT CONTRACTS FOR GUNS WERE ADDING UP. SOON I WAS AMONG THE WEALTHIEST CITIZENS IN SOUTHWESTERN PENNSYLVANIA.
I DECIDED TO BUILD A GRAND NEW HOUSE IN JOHNSTOWN, WHERE MY OLD FRIEND WILLIAM KELLY HAD RECENTLY BEEN EXPERIMENTING AT THE CAMBRIA IRON WORKS.
BUT WATCHING ALL THOSE BRAVE SOLDIERS RETURN, SEEING ALL THE WOUNDED, AND THE WIDOWS AND CHILDREN OF SOLDIERS NOT EVEN THAT LUCKY, I BEGAN TO THINK ABOUT THIS BIG HOUSE I WAS ABOUT TO BUILD.
US
US
I CAN'T JUST WATCH THESE SOLDIERS COME BACK AND KEEP BUILDING THIS, EMMA. SURELY WE CAN DO WITH LESS -- AND THERE ARE ALL THOSE FAMILIES, BOYS WHO GAVE THEIR LIVES, WHO COULD DO WITH MORE.
I AGREE. WE COULD DO AWAY WITH THE SUN PORCH, AND GIVE THE MONEY TO THE RELIEF EFFORT.
EMMA AND I SCALED DOWN OUR PLANS FOR THE HOUSE... AND OUR ANONYMOUS CONTRIBUTIONS TO HELP THE WOUNDED RECOVER INCREASED.


WE HAD OUR HOUSE, BUT THE FORTUNE I HAD MADE DURING THE WAR WAS NOW SAFELY IN THE HANDS OF THOSE WHO NEEDED IT MOST.

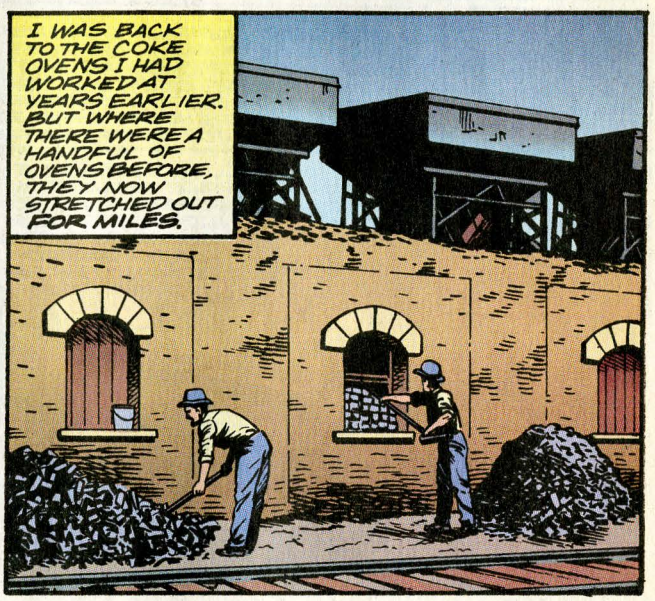

WILLIAM! WILLIAM KELLY! IT'S GOOD TO SEE YOU AGAIN I HEAR YOU'RE WORKING ON SOME PROJECTS DOWN AT CAMBRIA.
IT'S GOOD TO SEE YOU TOO! AND YES, I DO HAVE A FEW THINGS I'M WORKING ON. YOU WOULDN'T BE INTERESTED IN ASSISTING ME THERE, WOULD YOU?
SURE -- WHO AM I TO PASS UP AN OPPORTUNITY LIKE THIS!

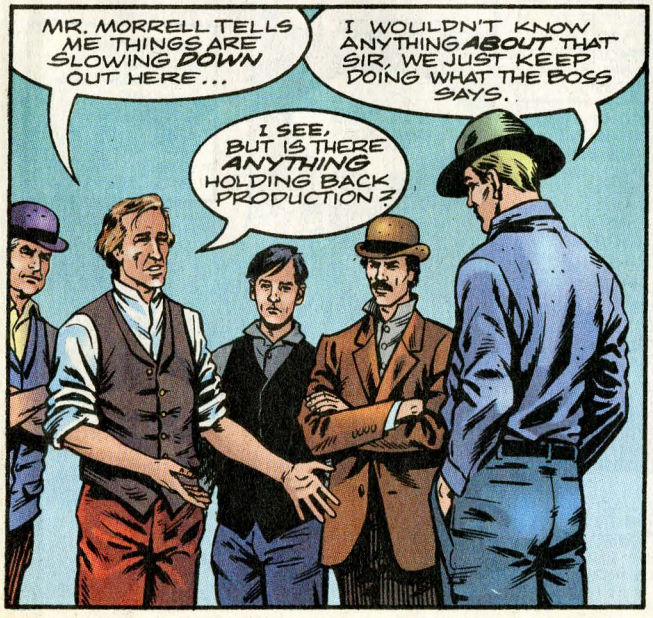

LATER THAT WEEK, I BEGAN WORK AT CAMBRIA. THE SCENE WAS OVER-WHELMING. EVERYWHERE, THERE WERE HEAPS OF COAL AND COKE, PILES OF RAILS, AND BRICKS AND LUMBER.

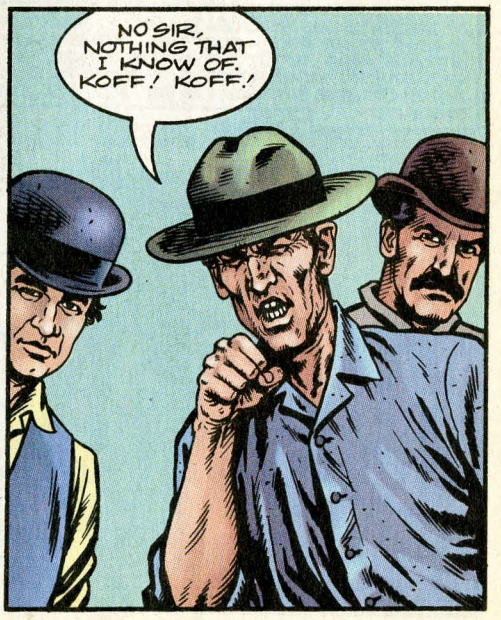

OVER THE NEXT COUPLE OF DAYS, WILLIAM SHOWED ME EVERYTHING THERE WAS TO SEE ABOUT CAMBRIA IRON WORKS. I LEARNED HOW THEY MADE WROUGHT IRON FROM PIG IRON --
-- HOW THEY ROLLED THE RAILROAD RAILS THROUGH A SPECIAL SYSTEM THAT WAS FIRST TESTED IN OUR REGION, AND HOW THEY WERE ON THE VERGE OF MAKING A GREAT BREAKTHROUGH IN THE PRODUCTION OF STEEL.


AFTER WORKING AT CAMBRIA FOR ALMOST 2 YEARS, I WAS CALLED INTO THE OFFICE OF THE OWNER, MR. DANIEL MORRELL.
IT IS GOOD TO FINALLY MEET YOU, MR. MORRELL. I MUST SAY THAT THIS IS QUITE AN OPERATION YOU HAVE HERE.
THANK YOU. WE'RE ALL VERY PROUD OF IT. I HAVE HEARD THAT YOU HAVE QUITE A WAY WITH PEOPLE -- THAT YOU RAN QUITE A TIGHT SHOP IN ALTOONA.
WE WERE PRETTY EFFICIENT WHEN IT COUNTED MOST...
MY FAYETTE COUNTY COKE FACILITY HAS BEEN UNDER THEIR QUOTA LATELY. I'D LIKE YOU TO GO DOWN THERE AND FIND OUT WHAT THE PROBLEM IS.

I SHOULDN'T BE GONE MORE THAN A WEEK OR SO.
WELL, JUST TAKE CARE OF YOURSELF...

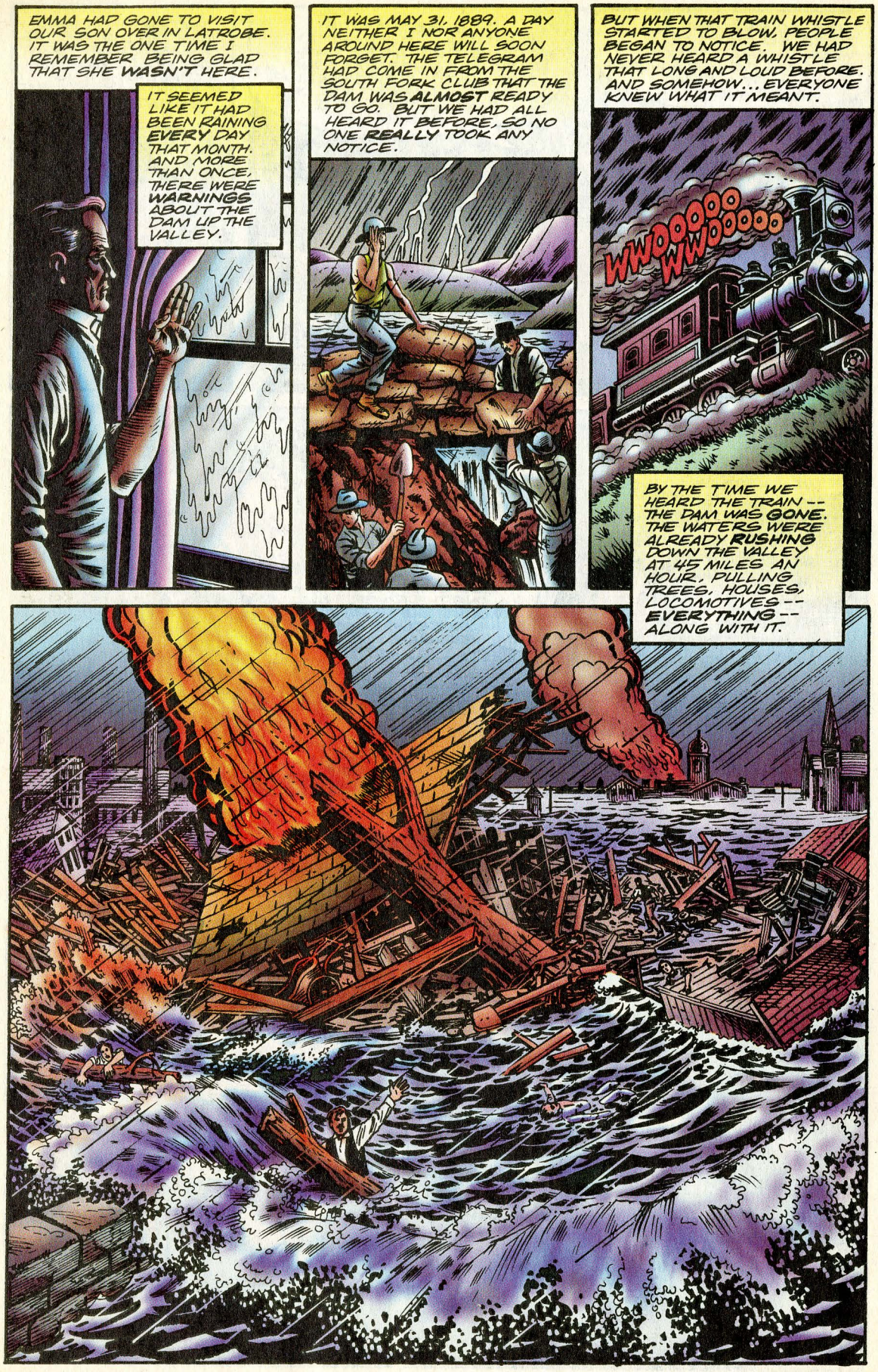

I WAS BACK TO THE COKE OVENS I HAD WORKED AT YEARS EARLIER. BUT WHERE THERE WERE A HANDFUL OF OVENS BEFORE, THEY NOW STRETCHED OUT FOR MILES.

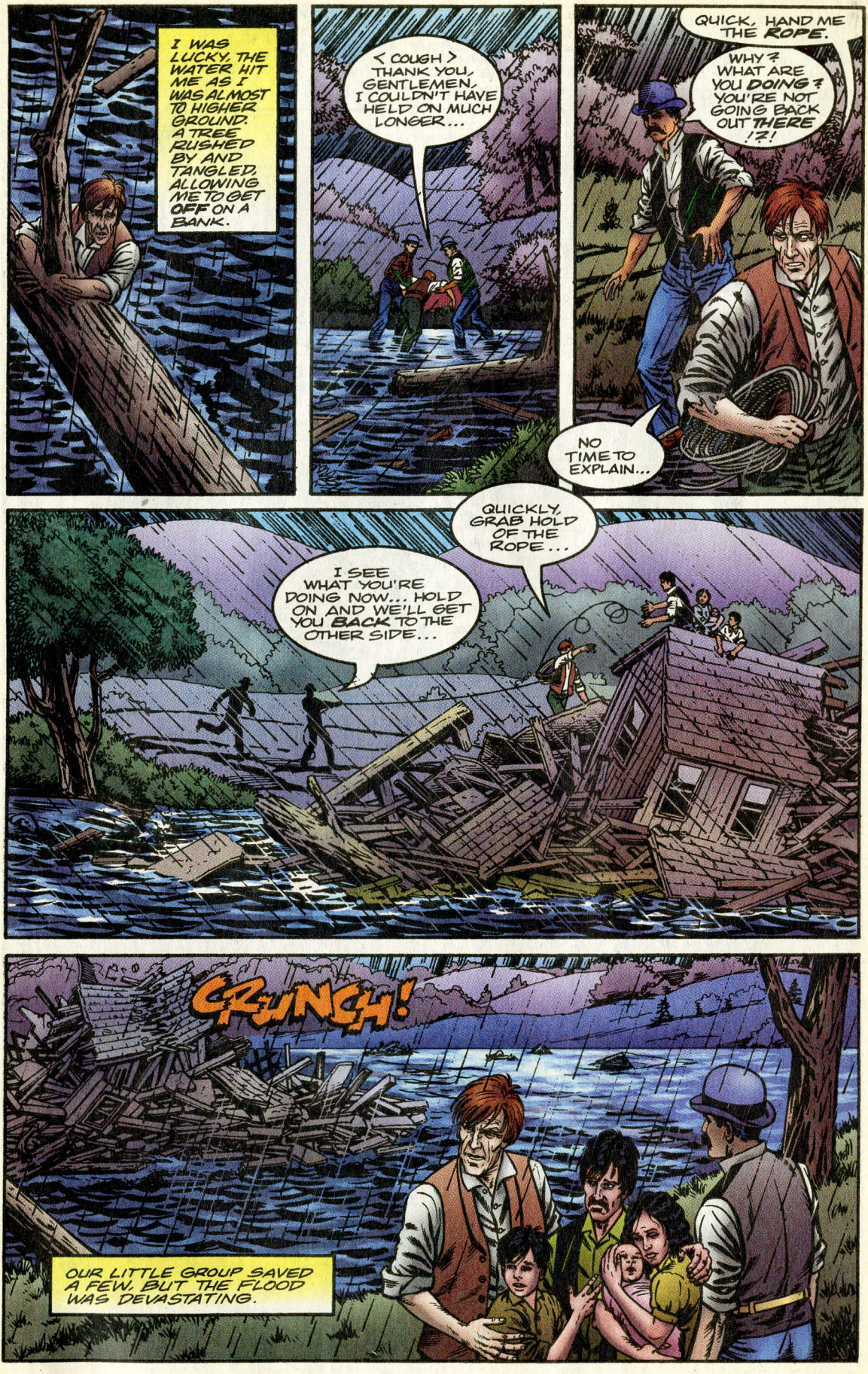

MR. MORRELL TELLS ME THINGS ARE SLOWING DOWN OUT HERE...
I WOULDN'T KNOW ANYTHING ABOUT THAT SIR, WE JUST KEEP DOING WHAT THE BOSS SAYS.
I SEE, BUT IS THERE ANYTHING HOLDING BACK PRODUCTION?

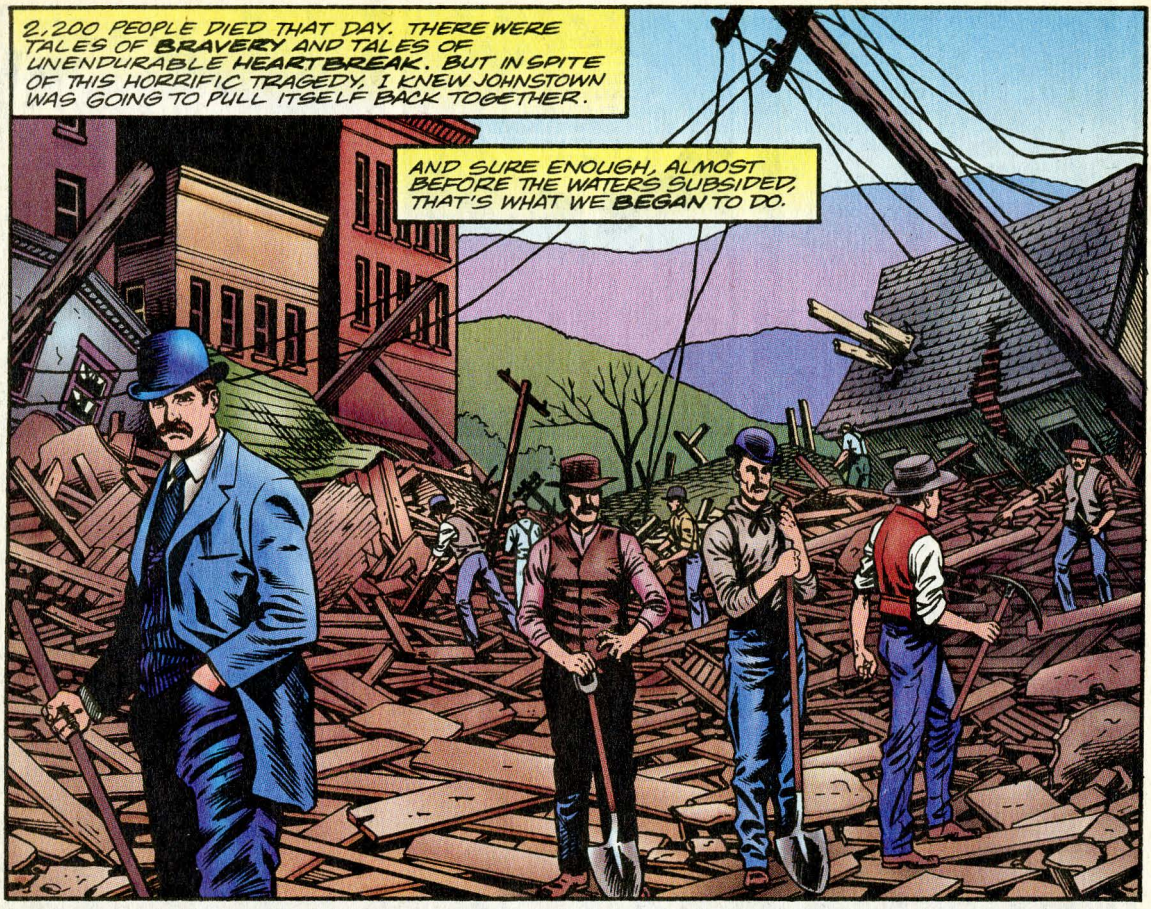

NO SIR, NOTHING THAT I KNOW OF. KOFF! KOFF!

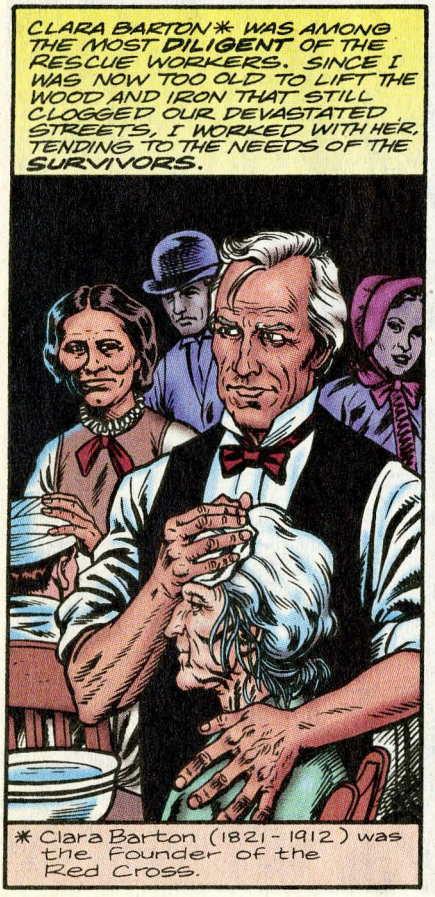
THOUGH RELUCTANT TO SPEAK WITH ME AT FIRST, A FEW OF THE LABORERS FINALLY BEGAN TO TALK FRANKLY WITH ME.
SO YOU GOT THAT LIMP IN A BLACK POWDER EXPLOSION?
YES. YOU CAN'T BE TOO CAREFUL WITH THE STUFF.
I RECKON ALL THESE KINDS OF JOBS GOT THEIR SHARE OF DANGER ...WHY JUST A FEW WEEKS AGO, THERE WAS ANOTHER CAVE IN AT THE MINE. QUITE A FEW OF THE MEN GOT HURT.
AND IT'S NOT JUST THE MINES EITHER. WHY, ALMOST EVERY WEEK, ANOTHER MAN IS HURT, OR BURNED, OR WORSE-- RIGHT HERE.
REALLY-- WE DON'T HEAR MUCH ABOUT THAT UP AT CAMBRIA.
WELL, NO, I WOULDN'T EXPECT THAT YOU WOULD. IT'S NOT SOMETHING THE COMPANY WANTS SPREAD AROUND. BUT WHAT BOILS OUR BRITCHES IS THAT NONE OF THOSE INJURED MEN GET A DIME AFTER THE ACCIDENTS.
NOTHING?!?
GRADUALLY, IT DAWNED ON ME. PRODUCTION WAS DOWN BECAUSE OF THE WAY THESE MEN WERE BEING TREATED. NO BENEFITS FOR THE WOUNDED? IF THAT HAD BEEN TRUE FOR ME, I'D BE LUCKY TO HAVE MY LEG AT ALL.
IN THAT WEEK I LEARNED OF A MOVEMENT AMONG THE WORKERS TO "UNIONIZE," TO WORK TOGETHER TO DEMAND BETTER PAY AND WORKING CONDITIONS. FOR THE MOMENT, I FORGOT WHO I WORKED FOR-- THESE LABORERS NEEDED A SPOKESMAN AND I WAS ONLY TOO HAPPY TO OBLIGE.
THINGS WILL ONLY GET WORSE UNLESS A UNIFIED VOICE IS HEARD! WE NEED TO WORK TOGETHER, STAND TOGETHER, AND IF NEED BE, STRIKE TOGETHER! BY DOING THIS TODAY, TOMORROW WILL BE A BETTER DAY FOR THE WORKING MAN.
THE MEN UNITED. WITHIN A FEW DAYS, ALL THE WORKERS AT THE FACILITY REFUSED TO WORK UNTIL THE MANAGEMENT AGREED TO RAISE THEIR LIVING CONDITIONS.
WHILE THE STRIKE WAS GOING ON, ALL THE WORKERS WERE EXPELLED FROM COMPANY HOUSING AND FORCED TO LIVE IN TENTS IN THE BITTER COLD.
IN THE END, THE WORKERS HAD TO GIVE UP AND GO BACK TO WORK-- BUT THEY WERE LUCKY. FOR THIS STRIKE WAS SETTLED SWIFTLY AND WITHOUT VIOLENCE. MOST WERE GIVEN THEIR OLD JOBS BACK. MANY OTHER STRIKES IN THE REGION ENDED IN TRAGEDY.
THANK YOU SIR. THOUGH WE MAY NOT HAVE WON THAT TIME, WE ARE STRONGER NOW, AND SOON, CONDITIONS WILL IMPROVE.
I'M GLAD TO HAVE BEEN OF SOME SERVICE. GOOD LUCK, FRIENDS.
YOU'RE FIRED!!
THERE ARE ALWAYS CASUALTIES IN THIS ENDLESS BATTLE. BUT MY CONSCIENCE WAS CLEAR.

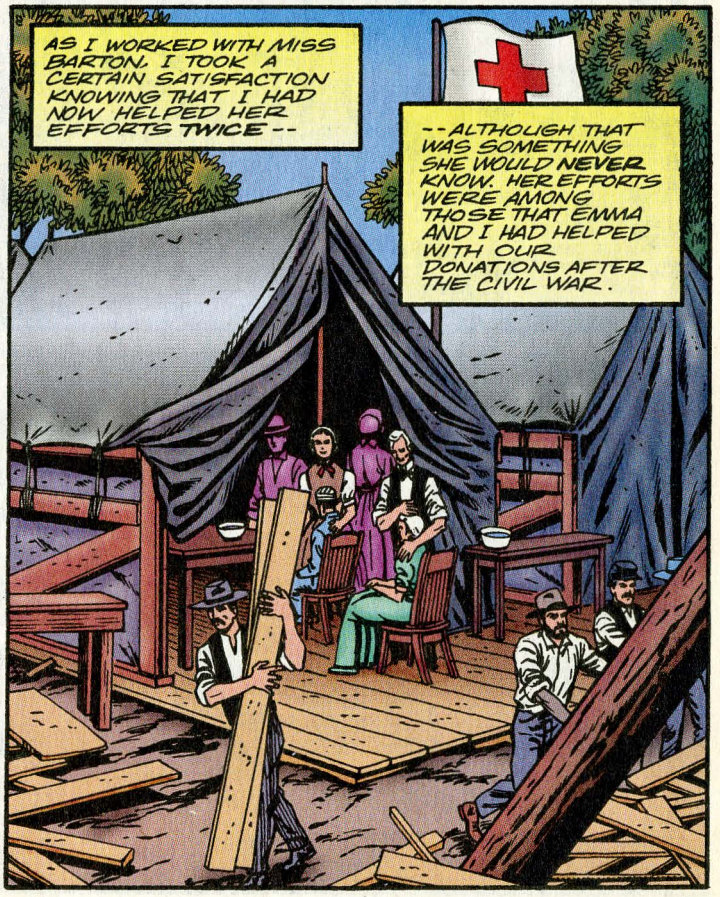
IT'S SO BEAUTIFUL HERE, SO QUIET, YOU WOULD HARDLY KNOW THAT THE CAMBRIA WORKS IS JUST A FEW MILES AWAY.
I AGREE THAT IT'S BEAUTIFUL. IT'S HARD TO BELIEVE THAT THERE MIGHT BE SOME DANGER AROUND HERE. BUT IT IS FRIGHTENING KNOWING ABOUT ALL OF THAT WATER UP THE VALLEY.
WATER? OH--YOU MEAN THE LAKE AT THE BOSSES' CLUB? NOW WHY WOULD THAT BE A CONCERN? I'VE HEARD IT'S DOWNRIGHT BEAUTIFUL.
OH, I'VE HEARD THAT TOO, IT'S JUST THAT THEY SAY THAT OLD DAM IS PRETTY RICKETY.
RICKETY? NOW WHERE DID YOU HEAR THAT?
THE TOWNSPEOPLE. THEY WORRY IT MIGHT BURST. WHY, I BET ALL THOSE BUILDINGS ALONG THE RIVER WOULD SUFFER SERIOUS DAMAGE.
MR. HORRELL, EMMA MENTIONED THE OLD DAM ONCE, AND SINCE THEN I'VE TALKED TO SEVERAL VERY KNOWLEDGEABLE PEOPLE ABOUT IT. I DON'T THINK YOU REALIZE HOW BIG OF A PROBLEM THAT OLD HEAP OF DIRT REALLY IS.
IS IT THE DAM -- OR ARE YOU TRYING TO GET BACK AT THE OLD STEEL BOSSES THAT OWN THE PLACE? I HEARD THEY WERE RATHER ROUGH ON YOU AFTER MORRELL FOUND OUT ABOUT YOUR UNION ACTIVITIES.
NOW YOU KNOW ME BETTER THAN THAT. I KNOW THEY OWN IT--
--BUT THEY DIDN'T BUILD IT. IT'S THE OLD DAM FROM THE CANAL, AND THEN THE PENNSYLVANIA RAILROAD HAD IT. POINT IS, FOR THE LAST TWENTY YEARS, NOBODY USED THAT OLD THING. IT JUST ROTTED.
AND THEN THIS FANCY CLUB COMES IN, PATS A LITTLE DIRT ON IT, AND FILLS THE LAKE BACK UP AGAIN. I'M JUST SAYING IT'S DANGEROUS.


EMMA HAD GONE TO VISIT OUR SON OVER IN LATROBE. IT WAS THE ONE TIME I REMEMBER BEING GLAD THAT SHE WASN'T HERE.
IT SEEMED LIKE IT HAD BEEN RAINING EVERY DAY THAT MONTH. AND MORE THAN ONCE, THERE WERE WARNINGS ABOUT THE DAM UP THE VALLEY.
IT WAS MAY 31, 1889. A DAY NEITHER I NOR ANYONE AROUND HERE WILL SOON FORGET. THE TELEGRAM HAD COME IN FROM THE SOUTH FORK CLUB THAT THE DAM WAS ALMOST READY TO GO. BUT WE HAD ALL HEARD IT BEFORE, SO NO ONE REALLY TOOK ANY NOTICE.
BUT WHEN THAT TRAIN WHISTLE STARTED TO BLOW, PEOPLE BEGAN TO NOTICE. WE HAD NEVER HEARD A WHISTLE THAT LONG AND LOUD BEFORE. AND SOMEHOW... EVERYONE KNEW WHAT IT MEANT.
WWOOOOO WWOOOOO
BY THE TIME WE HEARD THE TRAIN -- THE DAM WAS GONE. THE WATERS WERE ALREADY RUSHING DOWN THE VALLEY AT 45 MILES AN HOUR, PULLING TREES, HOUSES, LOCOMOTIVES -- EVERYTHING -- ALONG WITH IT.

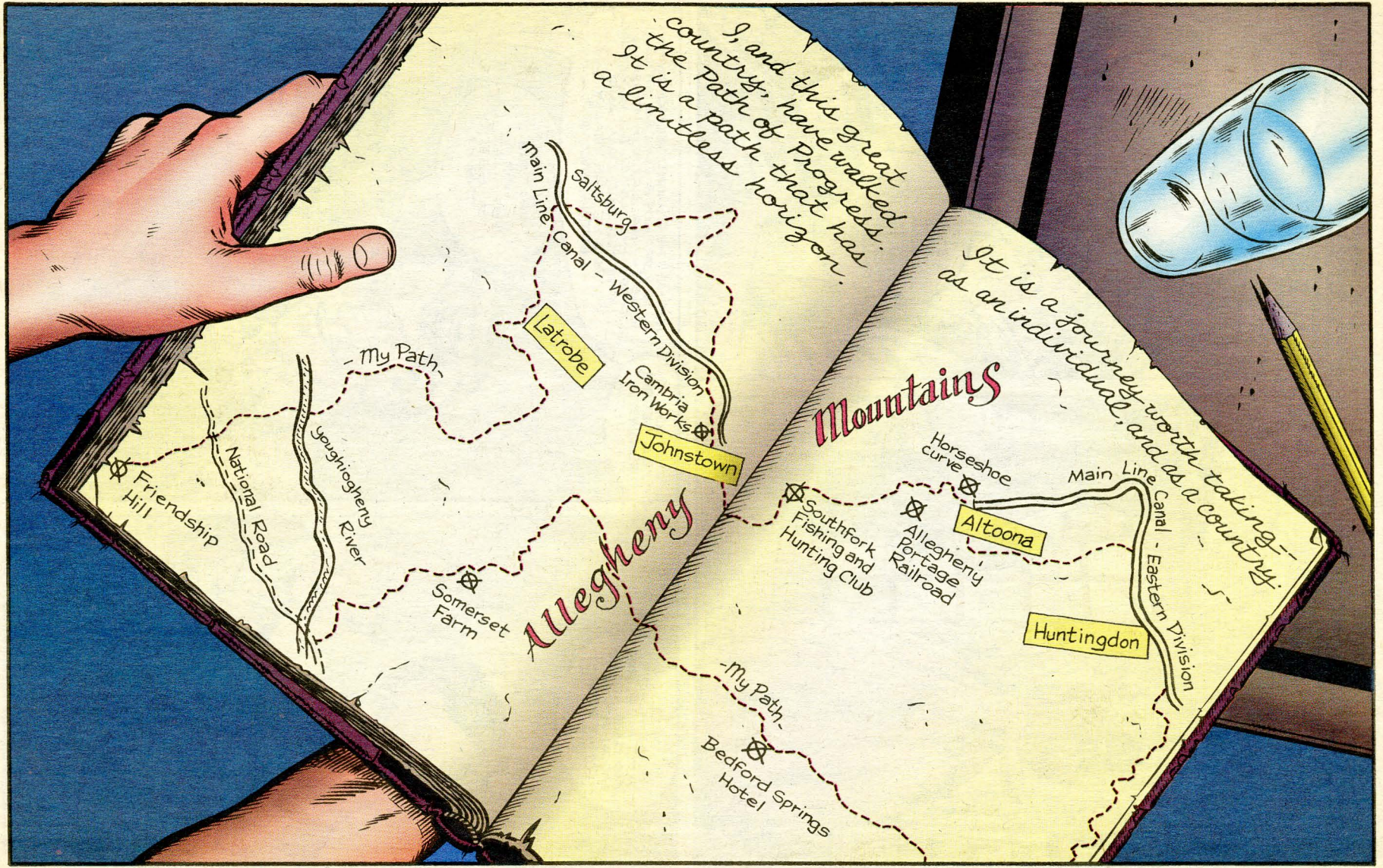

I WAS LUCKY. THE WATER HIT ME AS I WAS ALMOST TO HIGHER GROUND. A TREE RUSHED BY AND TANGLED, ALLOWING ME TO GET OFF ON A BANK.
< COUGH > THANK YOU, GENTLEMEN, I COULDN'T HAVE HELD ON MUCH LONGER...
QUICK, HAND ME THE ROPE.
WHY? WHAT ARE YOU DOING? YOU'RE NOT GOING BACK OUT THERE!?!
NO TIME TO EXPLAIN...
QUICKLY, GRAB HOLD OF THE ROPE...
I SEE WHAT YOU'RE DOING NOW... HOLD ON AND WE'LL GET YOU BACK TO THE OTHER SIDE...
CRUNCH!
OUR LITTLE GROUP SAVED A FEW, BUT THE FLOOD WAS DEVASTATING.


2,200 PEOPLE DIED THAT DAY. THERE WERE TALES OF BRAVERY AND TALES OF UNENDURABLE HEARTBREAK. BUT IN SPITE OF THIS HORRIFIC TRAGEDY, I KNEW JOHNSTOWN WAS GOING TO PULL ITSELF BACK TOGETHER.
AND SURE ENOUGH, ALMOST BEFORE THE WATERS SUBSIDED, THAT'S WHAT WE BEGAN TO DO.


CLARA BARTON* WAS AMONG THE MOST DILIGENT OF THE RESCUE WORKERS. SINCE I WAS NOW TOO OLD TO LIFT THE WOOD AND IRON THAT STILL CLOGGED OUR DEVASTATED STREETS, I WORKED WITH HER, TENDING TO THE NEEDS OF THE SURVIVORS.
*Clara Barton (1821-1912) was the Founder of the Red Cross.


AS I WORKED WITH MISS BARTON, I TOOK A CERTAIN SATISFACTION KNOWING THAT I HAD NOW HELPED HER EFFORTS TWICE --
--ALTHOUGH THAT WAS SOMETHING SHE WOULD NEVER KNOW. HER EFFORTS WERE AMONG THOSE THAT EMMA AND I HAD HELPED WITH OUR DONATIONS AFTER THE CIVIL WAR.

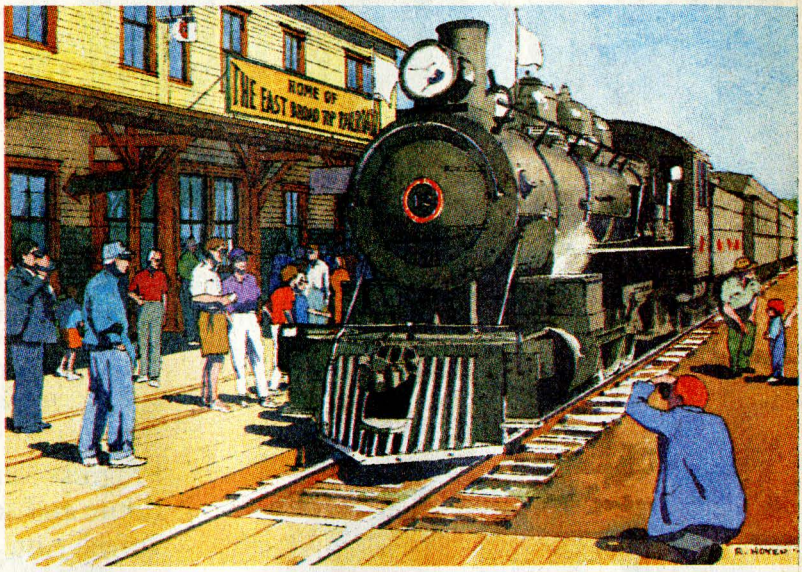
OH, I'M SO GLAD YOU'RE ALL RIGHT. WE CAME AS SOON AS WE HEARD. I WAS SO WORRIED.
IT'S ALL RIGHT NOW, DARLING, EVERYTHING IS ALL RIGHT...
NOT MUCH LEFT OF OUR BELONGINGS, BUT I DID HAVE MY JOURNAL WITH ME, AND THOUGH IT MIGHT BE A LITTLE WET AROUND THE EDGES, THE INK DIDN'T SMEAR TOO MUCH...
IS THIS FOR ME, FATHER? BUT YOU'VE ALWAYS KEPT IT SO CLOSE...
IT SEEMS LIKE NOW IS A GOOD TIME TO LET IT GO. AND YOU SHOULD HAVE IT. MAYBE START KEEPING YOUR OWN.
IT LETS YOU LEAVE A LEGACY BEHIND SO THAT THE WORLD CAN REMEMBER WHAT YOU DID.
WELL, JOURNAL OR NOT. I'M SURE NO ONE WILL SOON FORGET WHAT YOU DID...
I KNOW I'LL NEVER FORGET.
ME NEITHER. AND YOU KNOW -- A LOT OF THOSE PLACES STILL EXIST -- GALLATIN'S HOUSE, HORSESHOE CURVE, THE MEMORIAL UP AT THE OLD DAM, AND PEOPLE ARE REALLY GETTING INVOLVED...
WELL, WHAT ARE WE WAITING FOR -- LET'S GO SEE THEM!


I, and this great country, have walked the Path of Progress. It is a path that has a limitless horizon.
Main Line Canal - Western Division
Saltsburg
Latrobe
My Path
Cambria Iron Works
Johnstown
Youghiogheny River
National Road
Friendship Hill
Somerset Farm
Allegheny
It is a journey worth taking as an individual, and as a country.
Mountains
Horseshoe curve
Main Line Canal - Eastern Division
Altoona
Southfork Fishing and Hunting Club
Allegheny Portage Railroad
Huntingdon
My Path
Bedford Springs Hotel

Southwestern Pennsylvania Heritage Preservation Commission

P. O. Box 565
105 Zee Plaza
Hollidaysburg, PA 16648
Tel: 814-696-9380

The Southwestern Pennsylvania Heritage Preservation Commission was created as a grassroots effort by community leaders looking for a way to improve life in southwestern Pennsylvania. Congress established the Commission in 1988 to work with the people of the region to build upon their heritage and create a brighter future. Its central purpose is to encourage its citizens to join forces as they promote the area as a place to visit, work, and live.



The Commission strives to conserve and promote the heritage of southwestern Pennsylvania, to open up new opportunities and create jobs, and to attract visitors to the region. Restoring historic buildings, improving the environment, encouraging community values, and promoting businesses will improve the quality of life and help revitalize the economy.

The Commission's Contributions to the Region

You can see the results of the Commission's work along the Path of Progress and throughout Bedford, Blair, Cambria, Fayette, Fulton, Huntingdon, Indiana, Somerset, and Westmoreland counties. These nine counties share the magnificent legacy of the Allegheny region and a rich heritage of hard-working residents who have been the cornerstone of progress in America.

It is the Commission that created a loan program for your neighbors to renovate their historic building into a bed and breakfast inn. The Commission initiated the Path of Progress, the 500-mile tour route which guides travelers to heritage attractions throughout the region.The Commission has helped fund many of the ethnic and cultural festivals held throughout southwestern Pennsylvania over the past seven years.

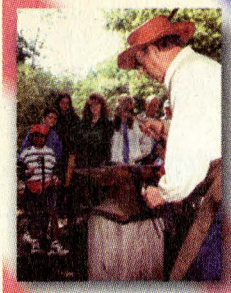
It also has helped nearly all the historical museums in the region, and has contributed to the development of sites including renovations of the Horseshoe Curve National Historic Landmark, Fort Necessity National Historic Site, the Johnstown Flood National Memorial, and the Railroaders Memorial Museum. It is working to find ways to preserve the East Broad Top Railroad as a partner with the railroad's owners and supporters. It has worked with cyclists and hikers to help build a vast network of bicycle and hiking trails within southwestern Pennsylvania.

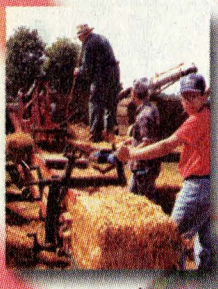
When families come to the region to see the sites and enjoy the recreational opportunities, they spend money, helping to create jobs for southwestern Pennsylvanians. Penn State researchers found that in 1993 when 500,000 people visited nine Path of Progress sites, the region experienced a direct total economic impact of $45 million, supporting nearly 1,000 jobs. The Commission also hopes to spur economic development from visitors to the region who like it so much they decide to stay here.

The Future of the Commission and Southwestern Pennsylvania

You are invited to join the Commission in the exciting adventures to follow. Work is under way to create opportunities for businesses to serve tourists and residents in the nine counties. The Commission is encouraging leaders in towns and counties throughout the region to cooperate in efforts to improve the quality of life within and beyond their borders. The Commission is organizing a computer data service that will link individuals and organizations in southwestern Pennsylvania with one another and with the outside world. These many levels of cooperation are being organized to expand economic opportunities in southwestern Pennsylvania.

Your participation is our key to success. By becoming an ambassador for the region, retelling the regional story and encouraging friends and relatives to visit southwestern Pennsylvania, you can help build pride in the region and create jobs. The Commission encourages you to learn more about the region where you live by reading about your heritage, participating in events and projects, and talking to your neighbors. Like the Allegheny Traveler, you can leave a legacy to future generations by working hard, lending others a helping hand, and traveling the Path of Progress.





The Heart of Heritage

VOLUNTEERS

Volunteers bring the Allegheny Experience to life. They carry stories of the past into the future. They are the living, beating heart of the heritage movement.

They give freely of their time and energy to conserve the past. They support sites along the Path of Progress National Heritage Tour Route and accompany the Allegheny Traveler on his journeys across southwestern Pennsylvania.

The Southwestern Pennsylvania Heritage Preservation Commission is especially proud of its dedicated volunteers, and we salute them.

You Can Help, Too

If you care about the legacy we leave for future generations, join us as a volunteer. Stop by the Allegheny Traveler booth in your area or call 814-696-9380.

SOUTHWESTERN PENNSYLVANIA HERITAGE PRESERVATION COMMISSION
P.O. BOX 565 • HOLLIDAYSBURG, PA 16648-0565

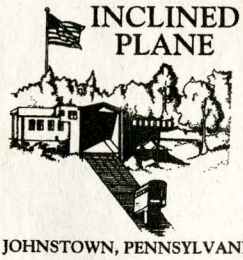
He's On His Way

The Allegheny Traveler is coming to your area. To find out where he'll be and when, call us at **814-696-9380.**

Old Bedford Village

Present this coupon for one Free Admission with one Paid Admission. Paid Admission must be an adult.

Not valid with any other coupon offer
Expires 6/1/96
ONE-HALF MILE SOUTH OF PA TURNPIKE EXIT 11
BEDFORD, PA. TEL: 1-800-238-4347 or 814-623-1156



JOHNSTOWN, PENNSYLVANIA

RIDE ONE-WAY FREE WEEKDAYS ONLY

Seniors Ride Free During Non-Peak Hours.
814-536-1816
offer expires 6/1/96

RAILROADERS MEMORIAL MUSEUM

1300 Ninth Avenue, Altoona PA
814-946-0834

Redeem this coupon for one

FREE ADULT ADMISSION

with purchase of two adult admissions

Not valid with another offer.
Valid only with coupon and purchase of two full price adult admissions
Coupon Expires 6/1/96

SOMERSET HISTORICAL CENTER

This coupon entitles the bearer to a free gift with the purchase of a regular admissions ticket.

SOMERSET, PA • 814-445-6077

FORT LIGONIER

KEEPING HISTORY ALIVE!

Compass Inn Museum

Open April thru October (Museum opens in May)

THIS COUPON VALID FOR ONE FREE ADMISSION WHEN A SECOND ADULT ADMISSION IS PURCHASED.

Coupon not valid during October Fort Ligonier Days.
Route 30 & 711, Ligonier, PA 15658 Tel: 412-238-9701
Compass Inn Museum: Three miles east of Ligonier.
Candlelight Tours Nov. & Dec. Weekends.
Route 30 Laughlintown, PA 15655 Tel: 412-238-4983

FALLINGWATER

Present this coupon with your paid guided tour receipt and receive a free coffee or soda at the cafe. Maximum two people per coupon.

Open 10–4, Tue–Sun Apr 1–Nov 15
Weekends during winter
Reservations Strongly Advised

412-329-8501 • MILL RUN, PA. 15464

FRIENDSHIP HILL NATIONAL HISTORIC SITE

This coupon valid for 20% discount on Saltglaze Stoneware Jar

Open Daily 8:30–5:00
3 miles north of Point Marion
Tel: 412-725-9190
Coupon expires 6/1/96

EAST BROAD TOP

$2.00 Discount with this coupon for a round trip ride.

EAST BROAD TOP RAILROAD

Rockhill Furnace, PA 17249
Tel: 814-447-3011
Valid anytime June thru September, 1995.
Call for Schedule

INCLINED PLANE (X01)

Your Name . . . . . .
Street . . . . . .
City . . . . . .
State . . . . . .
Zip . . . . . .
Home Telephone . . . . . .

OLD BEDFORD VILLAGE (X02)

Your Name . . . . . .
Street . . . . . .
City . . . . . .
State . . . . . .
Zip . . . . . .
Home Telephone . . . . . .

SOMERSET HISTORICAL CENTER (X03)

Your Name . . . . . .
Street . . . . . .
City . . . . . .
State . . . . . .
Zip . . . . . .
Home Telephone . . . . . .

RAILROADERS MEMORIAL (X04)

Your Name . . . . . .
Street . . . . . .
City . . . . . .
State . . . . . .
Zip . . . . . .
Home Telephone . . . . . .

FALLINGWATER (X05)

Your Name . . . . . .
Street . . . . . .
City . . . . . .
State . . . . . .
Zip . . . . . .
Home Telephone . . . . . .

FORT LIGONIER (X06)

Your Name . . . . . .
Street . . . . . .
City . . . . . .
State . . . . . .
Zip . . . . . .
Home Telephone . . . . . .

EAST BROAD TOP RAILROAD (X07)

Your Name . . . . . .
Street . . . . . .
City . . . . . .
State . . . . . .
Zip . . . . . .
Home Telephone . . . . . .

FRIENDSHIP HILL (X08)

Your Name . . . . . .
Street . . . . . .
City . . . . . .
State . . . . . .
Zip . . . . . .
Home Telephone . . . . . .

johnstown flood museum

$1.00 off regular admission

State-of-the-art exhibits and Academy Award winning documentary recreate one of the most shocking disasters in history. P.O. Box 1889, Johnstown, PA 15907-0889. (814) 539-1889

JOHNSTOWN FLOOD NATIONAL MEMORIAL

This coupon valid for 20% discount on book, *The Johnstown Flood of 1889.*

Open Daily 9:00–5:00
U. S. Route 219 • St. Michael Exit
10 miles north of Johnstown
Tel: 814-495-4643 Coupon expires 6/1/96

SPECIAL FREE ADMISSION

SELDOM SEEN TOURIST COAL MINE

This Free Admission is valid for one child (under 12) when accompanied by one paying adult.

Rt. 36 Four Miles North of Patton, PA

Tours begin at Noon

Open Sat & Sun in June; Thur–Sun July-Aug; Labor Day Weekend Sept 1–4; Sat & Sun thru Sept.

1-800-237-8590 • Offer expires 9/30/95

ALLEGHENY PORTAGE RAILROAD NATIONAL HISTORIC SITE

This coupon valid for 20% discount Allegheny Portage video.

Open Daily 9:00–5:00
U. S. Route 22 • St. Gallitzin Exit
12 miles west of Altoona
Tel: 814-886-6150 Coupon expires 6/1/96

FORT NECESSITY NATIONAL BATTLEFIELD

This coupon valid for 20% discount on book, *Charming Field for an Encounter.*

Open Daily 8:30–5:00
U. S. Route 40 • Farmington
11 miles east of Uniontown
Tel: 412-329-5512 Coupon expires 6/1/96

THE JIMMY STEWART MUSEUM

Indiana, Pennsylvania

50% discount on second adult admission with payment of one full price admission.

Adult admission $5.00 Seniors $4.00
Tel 412-349-6112

This coupon is valid for one free adult admission with the purchase of a second adult admission.

West Overton MUSEUMS

Open May 15–Oct 15
Tue–Sat, 10–4. Sun 1-5.
One mile off Rt. 119 at the Scottdale exit.
412-887-7910

ONE FREE ADMISSION

Historic Burnt Cabins GRIST MILL

to Tour the Burnt Cabins Grist Mill when accompanied by Two Paid Admissions. This offer for Saturday and Sunday 2 pm Tours only.

Rt 522, 4 mi. north of Turnpike Exit 13
Burnt Cabins, PA 17215 Tel 717-987-3244

FORT NECESSITY (X09)

Your Name . . . . . .
Street . . . . . .
City . . . . . .
State . . . . . .
Zip . . . . . .
Home Telephone . . . . . .

JOHNSTOWN FLOOD MUSEUM (X10)

Your Name . . . . . .
Street . . . . . .
City . . . . . .
State . . . . . .
Zip . . . . . .
Home Telephone . . . . . .

JIMMY STEWART MUSEUM (X11)

Your Name . . . . . .
Street . . . . . .
City . . . . . .
State . . . . . .
Zip . . . . . .
Home Telephone . . . . . .

JOHNSTOWN FLOOD MEMORIAL (X12)

Your Name . . . . . .
Street . . . . . .
City . . . . . .
State . . . . . .
Zip . . . . . .
Home Telephone . . . . . .

WEST OVERTON MUSEUMS (X13)

Your Name . . . . . .
Street . . . . . .
City . . . . . .
State . . . . . .
Zip . . . . . .
Home Telephone . . . . . .

SELDOM SEEN COAL MINE (X14)

Your Name . . . . . .
Street . . . . . .
City . . . . . .
State . . . . . .
Zip . . . . . .
Home Telephone . . . . . .

BURNT CABINS GRIST MILL (X15)

Your Name . . . . . .
Street . . . . . .
City . . . . . .
State . . . . . .
Zip . . . . . .
Home Telephone . . . . . .

ALLEGHENY PORTAGE RR (X16)

Your Name . . . . . .
Street . . . . . .
City . . . . . .
State . . . . . .
Zip . . . . . .
Home Telephone . . . . . .

Map Key to Path of Progress

1. Friendship Hill National Historic Site
Estate of statesman Albert Gallatin.
Route 166, 3 miles north of Point Marion. Call 412-725-9190. See coupon.

2. Fort Necessity National Battlefield
Site of small circular fort where during the French and Indian War George Washington was forced into his only military surrender. Admission fee.
Route 40, 11 miles east of Uniontown. Call 412-329-5512. See coupon.

3. Fallingwater
Frank Lloyd Wright designed this house for the Kaufmann family of Pittsburgh over a natural waterfall. Admission fee.
Route 381, 11 miles north of Farmington. Call 412-329-8501. See coupon.

4. West Overton Museum
West Overton is a small village that, between 1803 and 1880, evolved from an isolated farming community to a thriving rural industrial village. Admission fee.
Route 819 between Mount Pleasant and Scottdale. Call 412-887-7910. See coupon.

5. Somerset Historical Center
Visitors can tour a frontier homestead built around 1800, a log barn, general store, and a restored sugar camp. Admission fee.
Route 985, 4 miles north of Somerset. Call 814-445-6077. See coupon.

6. Bushy Run Battlefield
The site of a decisive battle in Pontiac's War that turned the tide against the American Indians in western Pennsylvania. Admission fee for visitors center.
Route 993 (Bushy Run Road) near Jeannette. Call 412-527-5584.

7. Fort Ligonier
Site of British fort which withstood an assault by French forces on Oct. 12, 1758. Admission fee.
At the intersection of Routes 30 and 711, Ligonier. Call 412-238-9701. See coupon.

8. Jimmy Stewart Museum
Memorabilia of Indiana's most famous native son, star of movies including "It's a Wonderful Life" and "Mr. Smith Goes to Washington." Admission fee.
845 Philadelphia St., downtown Indiana. Call 412-349-6112. See coupon.

9. Seldom Seen Mine
Underground tours of a mine that produced coal from about 1910 to 1962. Admission fee.
Route 36, 4 miles north of Patton. Call 800-237-8590. See coupon.

10. Johnstown Flood National Memorial
Visitors center overlooks location of the dam that failed in 1889, contributing to the Johnstown Flood. Near the town of St. Michael, where 8 Victorian cottages and the clubhouse of the South Fork Fishing and Hunting Club still stand.
Pennsylvania Route 869, 14 miles northeast of Johnstown. Call 814-495-4643. See coupon.

11. Johnstown Flood Museum
Exhibits and media include an Academy Award-winning documentary film, historic objects and photographs. Admission fee.
304 Washington Street in downtown Johnstown. Call 814-539-1889. See coupon.

12. Johnstown Inclined Plane
The steepest vehicular railroad in the world, now the last that can still accommodate cars. Fee to ride incline.
Route 56 in Johnstown. Call 814-536-1816. See coupon.

13. Allegheny Portage Railroad National Historic Site
System of inclined planes used to move canal boats over the Allegheny Mountains.
Turn right at the Gallitzin Exit of U.S. Route 22, 12 miles west of Altoona. Call 814-886-6150. See coupon.

14. Horseshoe Curve National Historic Landmark
Engineering wonder that, along with the Gallitzin Tunnels, enabled the Pennsylvania Railroad to cross the Alleghenies between Altoona and Gallitzin. Fee to ride incline.
On Pennsylvania Route 4008 (Kitanning Point Road). Follow the Path of Progress signs from Route 764 in Altoona (westbound) or from the Gallitzin Exit off Route 22 (eastbound). Call 814-946-0834. See coupon.

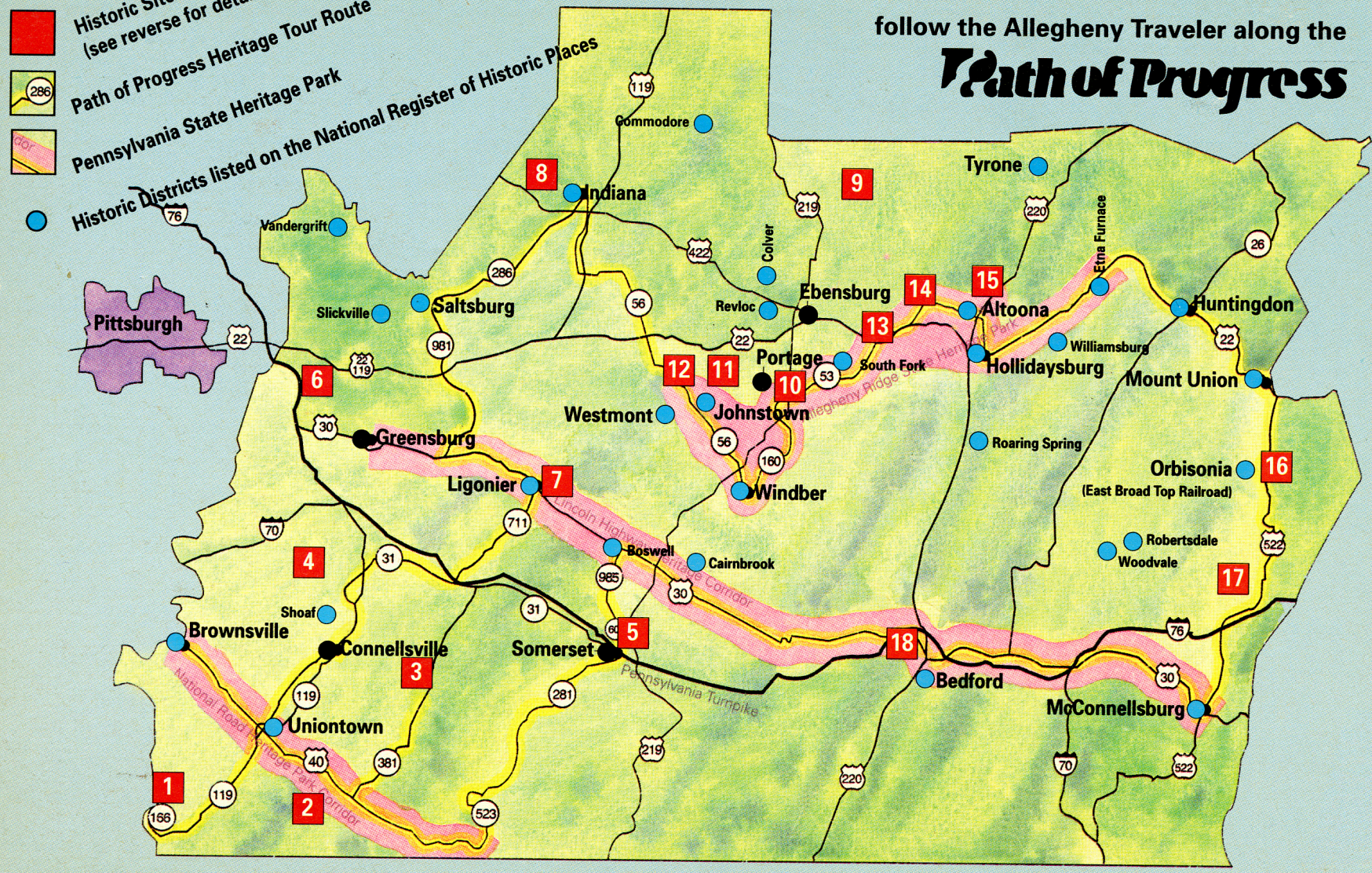
15. Railroaders Memorial Museum
Exhibits include rail yard with all kinds of rolling stock, the restoration of industrialist Charles Schwab's private rail car and displays and artifacts from the lives of workers who made the Pennsylvania Railroad. Admission fee.
Adjacent to Station Mall, 1300 9th Ave. in Altoona. Call 814-946-0834.

16. East Broad Top National Historic Landmark
Railroad is the oldest surviving narrow-gauge line east of the Rocky Mountains. Railroad shops and train ride. Charge for train ride.
In Rockhill on Route 994. Call 814-447-3011. See coupon.

17. Burnt Cabins Grist Mil
A working grist mill that has ground local grains since the 1770s.. Admission fee.
Rt. 522, 4 miles north of Turnpike exit 13 (Ft. Littleton). Call 717-987-3244. See coupon.

18. Old Bedford Village
A collection of more than 40 log structures moved from other areas and reconstructed to recreate a typical colonial frontier village. Admission fee.
On Business Route 220, Bedford. Call 800-622-8005 or 814-623-1156. See coupon.

ALLEGHENY TRAVELER


Historic Sites
(see reverse for details)
Path of Progress Heritage Tour Route
Pennsylvania State Heritage Park
Historic Districts listed on the National Register of Historic Places
follow the Allegheny Traveler along the
Path of Progress
Pittsburgh
Vandergrift
Slickville
Saltsburg
Indiana
Commodore
Colver
Revloc
Ebensburg
Portage
South Fork
Westmont
Johnstown
Tyrone
Etna Furnace
Altoona
Williamsburg
Hollidaysburg
Huntingdon
Mount Union
Roaring Spring
Orbisonia
(East Broad Top Railroad)
Robertsdale
Woodvale
Greensburg
Ligonier
Windber
Boswell
Cairnbrook
Shoaf
Brownsville
Connellsville
Somerset
Uniontown
Bedford
McConnellsburg
Lincoln Highway Heritage Corridor
Allegheny Ridge State Heritage Park
Pennsylvania Turnpike
National Road Heritage Park Corridor
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18